

# **D E S I G N   F O R   D E V E L O P M E N T**

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**F O R   T H E   M I S S I O N   B A Y   N O R T H   P R O J E C T   A R E A**

**APPROVED BY THE  
REDEVELOPMENT AGENCY COMMISSION  
RESOLUTION No. 186-98  
SEPTEMBER 17, 1998**

**N O R T H**

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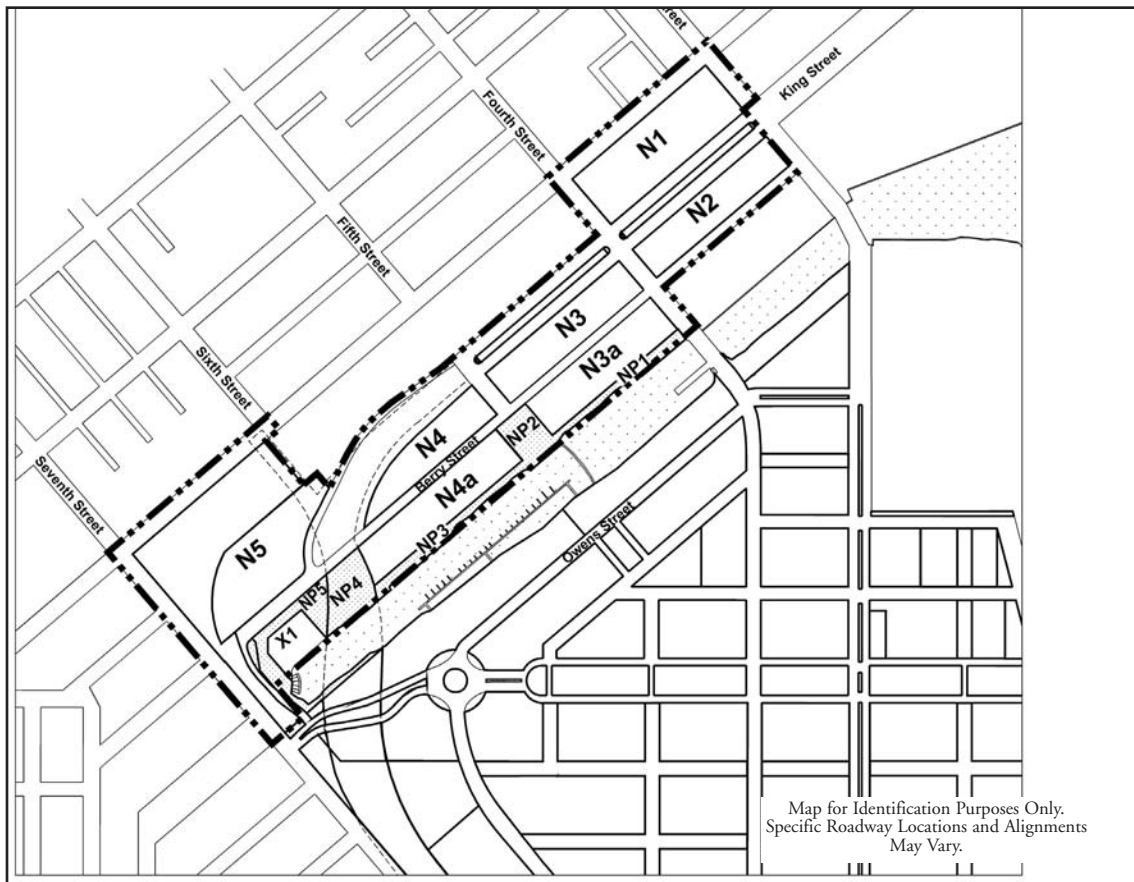


# **l . i n t r o d u c t i o n**

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

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

## *Project Boundary*



Map 1.

## **I I . D e f i n i t i o n o f T e r m s**

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

**Articulation:**

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

**Awning:**

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

**Base Height:**

The first tier in the overall height of buildings within the Plan Area as prescribed in the Height Zone Chart and Diagram included herein.

**Block:**

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

**Building:**

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

**Building Base:**

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

**Building Height:**

Building height is the vertical distance between finished grade and the top of a building. The allowable height of a building is specified by the Height Zone in which the building is located. Building top is defined as the top of the finished roof in the case of a flat roof, and the average height of the rise in the case of a pitched or stepped roof (see Figs. 7&8 on p.21). On a sloping site, this measurement is taken at the median grade height for each building face. Total building height is calculated by determining the average height of all individual building faces. Exemptions to building height include:

- Mechanical equipment and appurtenances necessary to the operation or maintenance of the building.
- Enclosed space related to the recreational and/or community use of the roof, not to

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exceed 20 feet in height above the roof level.

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

**Bulk:**

These standards specify the maximum physical dimensions of upper stories of new buildings, above 90 feet in the case of residential uses, and above 120 feet on blocks N1 and N2. Standards include: maximum diagonal, maximum plan dimension, and maximum floor plate area.

**Canopy:**

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

**City Serving Retail:**

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

**Connector:**

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

**Corner:**

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

**Court:**

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

**Developable Area:**

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

**Dwelling Unit:**

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

**Facade:**

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

**Floor Area, Gross**

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

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

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

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

### **Floor Area, Leasable:**

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

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**Floor Area, Occupied:**

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

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

**Floor Area Ratio:**

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

**Frontage:**

Building width along a street, park, or plaza.

**Live/Work Unit:**

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

**Lot:**

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

**Marquee:**

A permanent roofed structure attached to and supported entirely by a building; including any object or decoration attached to or part of said marquee; no part of which shall be used for occupancy or storage; with the purpose of providing protection from sun and rain or embell-

ishment of the facade; as further regulated in Sections 414 and 4506 of the San Francisco Building Code (in effect as of the adoption of this Design for Development).

**Massing:**

The exterior shape of a building or structure.

**Mid-block Lane:**

A pedestrian-oriented walkway through a development project.

**Midrise Height:**

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

**Modulation:**

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

**Neighborhood-Serving Retail:**

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

**Parcel:**

Same as lot.

**Parking:**

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

**Plan Dimensions:**

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

**Principal Facades:**

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

**Setback:**

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

**Story:**

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

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then the space between the surface of the floor and the ceiling next above it.

**Story, Ground:**

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

**Street:**

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

**Streetwall:**

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

**Structure:**

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

**Tower Base:**

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

**Tower Height:**

That portion of a building with height above 90 feet, except on blocks N1 and N2 where a tower is defined as that portion of a building above 120 feet.

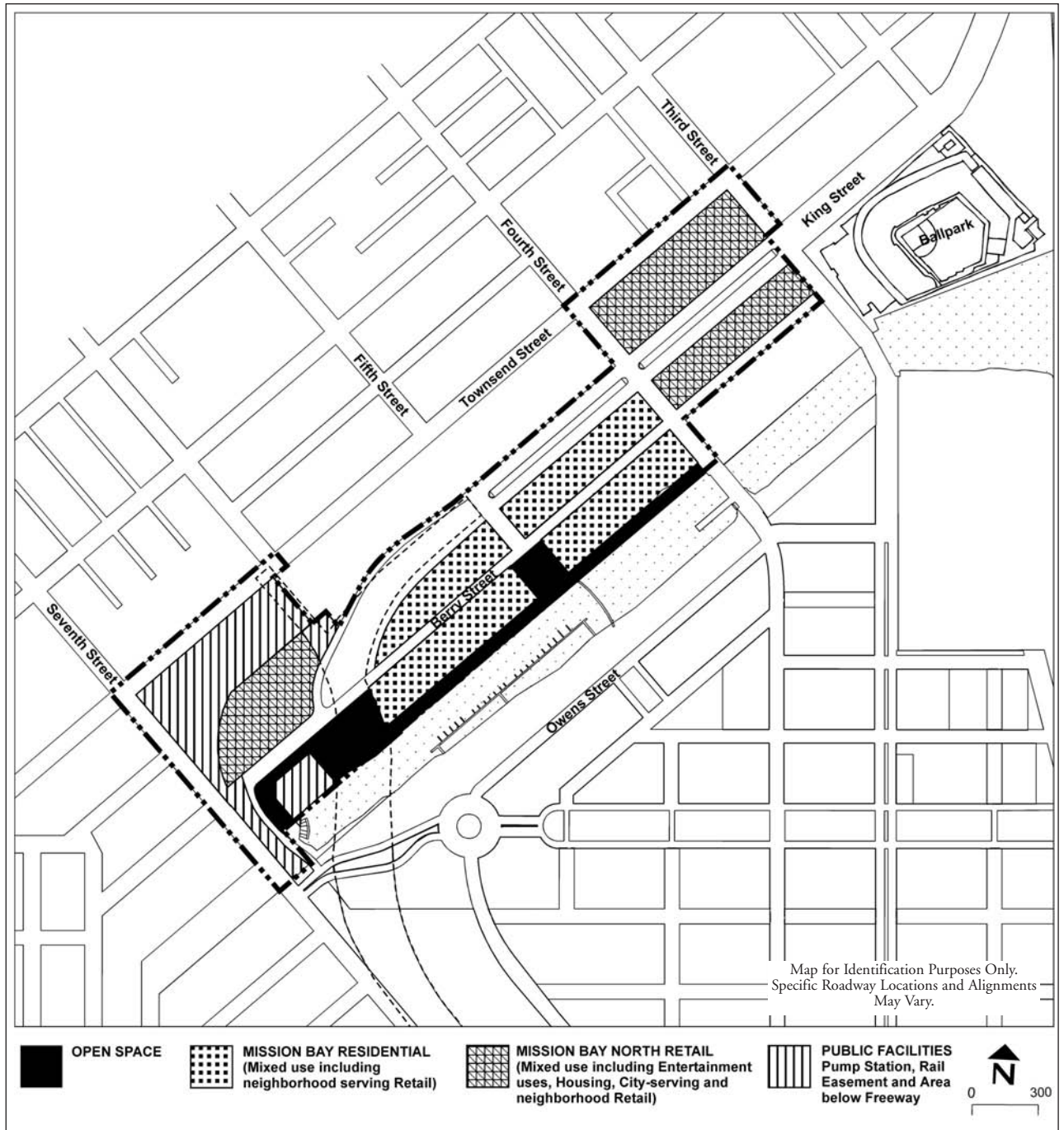


# **I I I .   D e s i g n   S t a n d a r d s**

#### Introduction

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

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

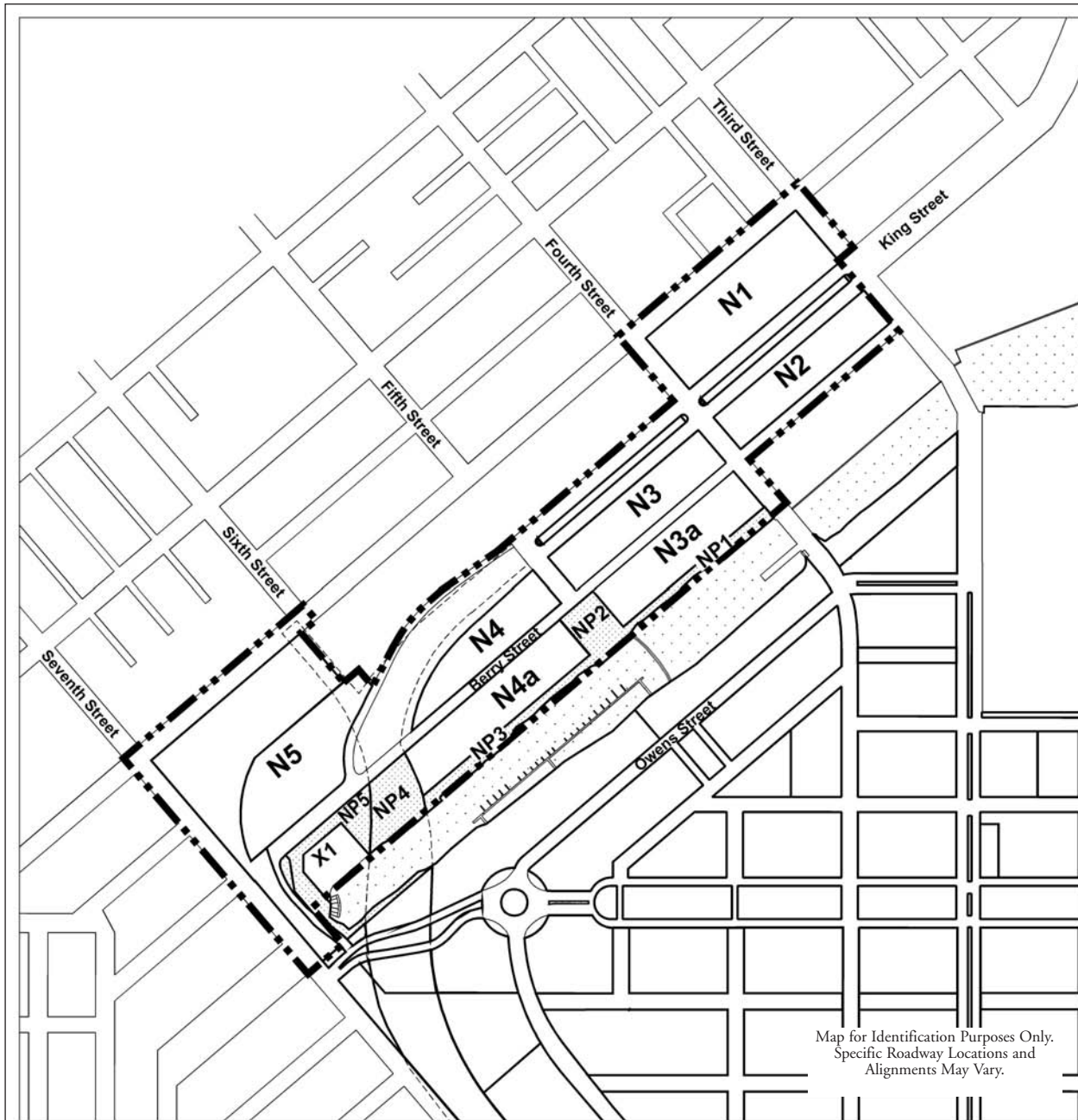


Map 2.

## Maximum Development

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

*Development Block, and Street Grid Map*

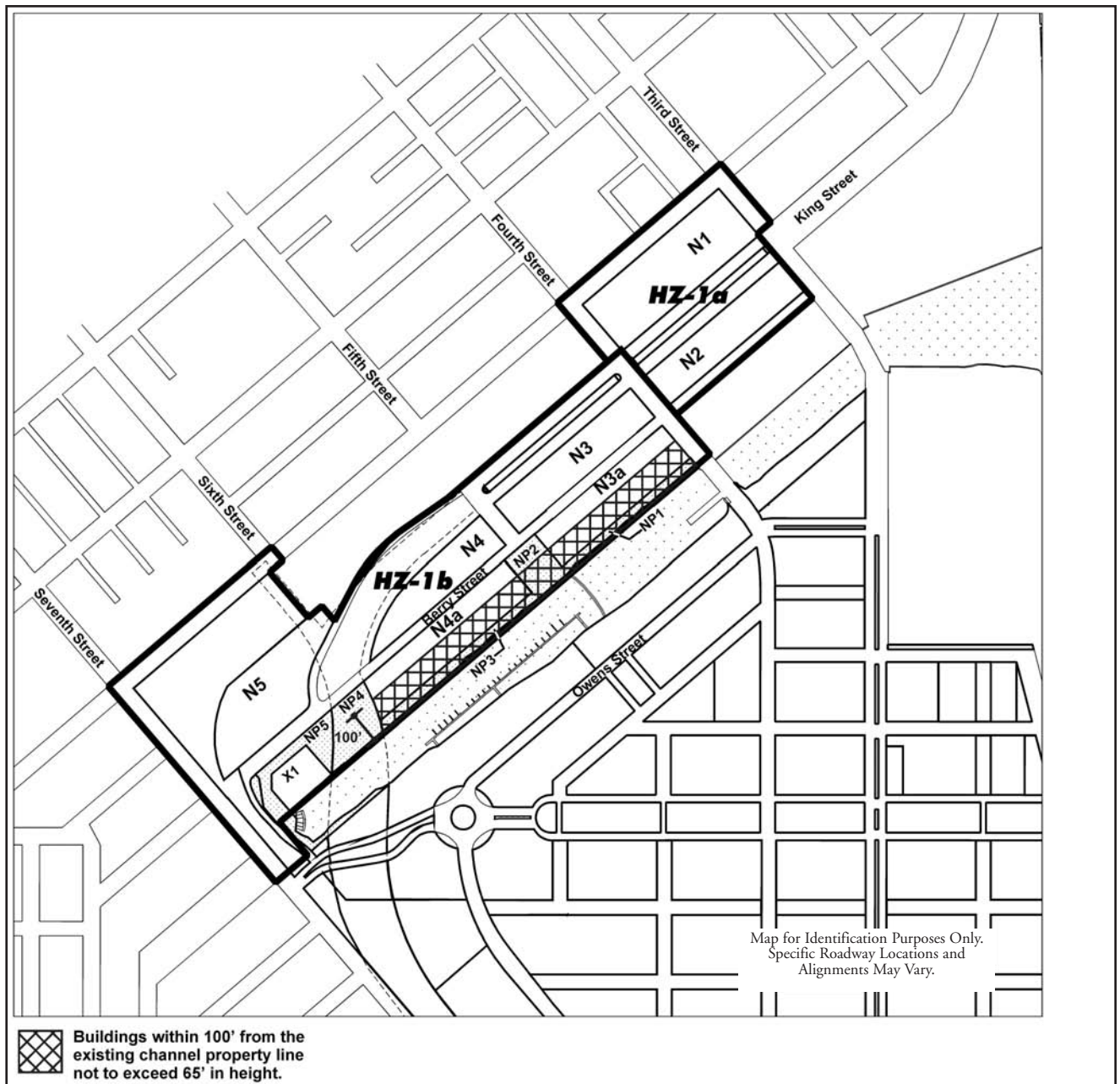


*Map 3.*

## Height

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

### Height Zones



Map 4.

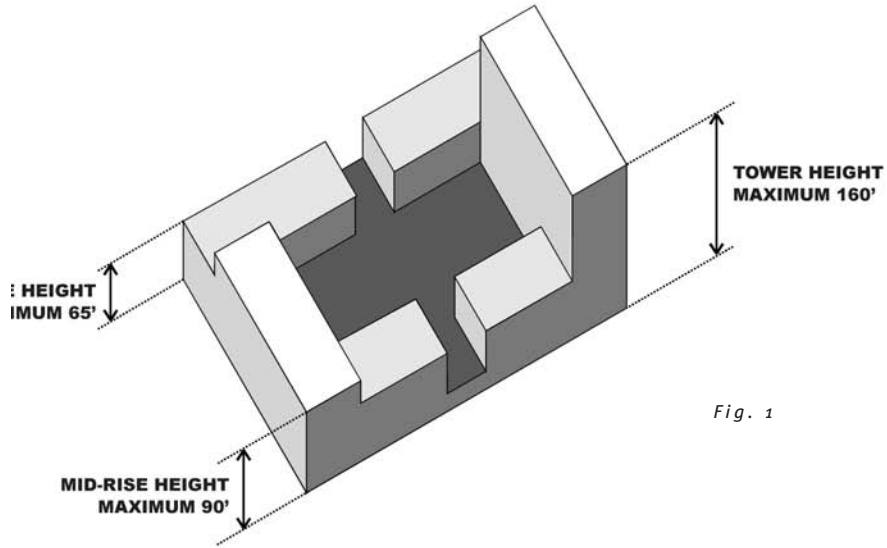
	Residential Zone HZ-1b  Developable Area: 808,910 SF	Mixed-use Zone HZ-1a  Developable Area: 370,260 SF
Base Height	65'	80'
% of developable area at base height	75%	30%
Midrise Height	90'	120'
% & sq. ft. of developable area with midrise height max.	10% (80,891 sq. ft. of Developable Area)	50% (185,130 sq. ft. of Developable Area)
Tower Height	160'	160'
% & sq. ft. of developable area with tower height max.	15% (121,336 sq. ft. of Developable Area)	20% (74,052 sq. ft. of Developable Area)
Max. number of towers at max. bulk and height	6	4
Location	No buildings above 65' within 100' of existing north Channel property line; no buildings above 90' south of Berry Street. Maximum average height of 50' to a depth of 20' along Channel edge on a per block basis. (See Figs. 4&5)	NA
Corners	No more than 3 towers within 50' of an intersection. (See Fig. 3)	
Tower Separation	Minimum 125' when located on one block. Exceptions considered for slim/twin tower designs with Agency approval. (See Fig. 6)	NA
<b>Rooftop Recreation/Community Structures</b>	For the purposes of height measurement, rooftop recreation structures are exempted, provided that the total height measured from the top of roof does not exceed 16' in height including mechanical appurtenances, and their use is strictly limited to community/recreation space for the inhabitants of the building.	
% of total roof area	Total area of rooftop recreation/community structures is limited to 25% of the roof area.	
<b>Mechanical Equipment</b>	Mechanical equipment and appurtenances necessary to the operation or maintenance of the building or structure itself, including chimneys, ventilators, plumbing vent stacks, cooling towers, water tanks, panels or devices for the collection of solar or wind energy, elevator, stair and mechanical penthouses, skylights, and window-washing equipment, together with visual screening for any such features are exempt from the height restriction.	
	This exemption shall be limited to the top 10' of such features where the height limit is 65' or less, and the top 36' (20' for a mechanical penthouse, 16' for top of a ventilator stack) of such features where the height limit is more than 65'.	

**Note:**

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

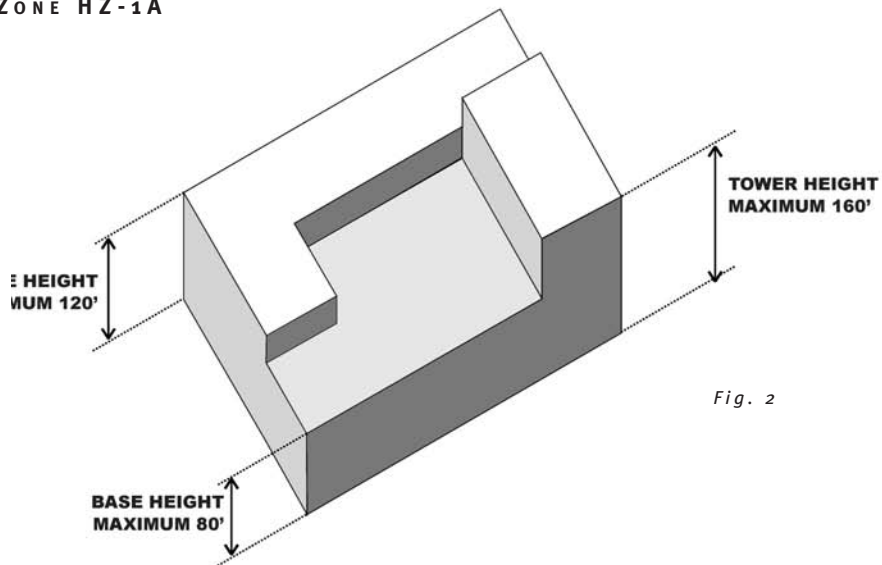
*These diagrams are intended to illustrate the Base, Midrise and Tower concepts:*

**RESIDENTIAL DISTRICTS HEIGHT DIAGRAM  
HEIGHT ZONE HZ-1B**



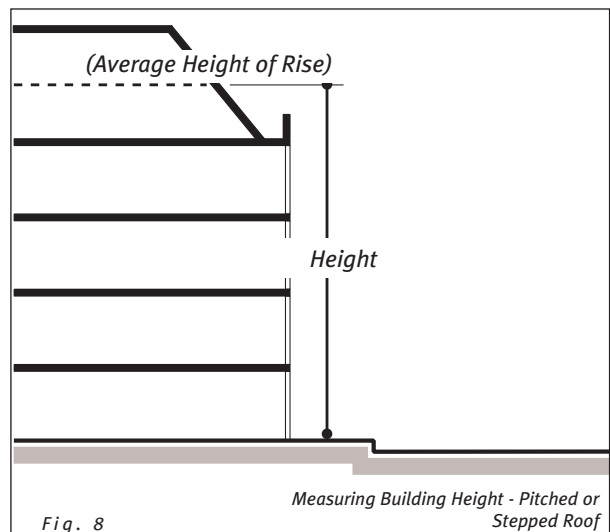
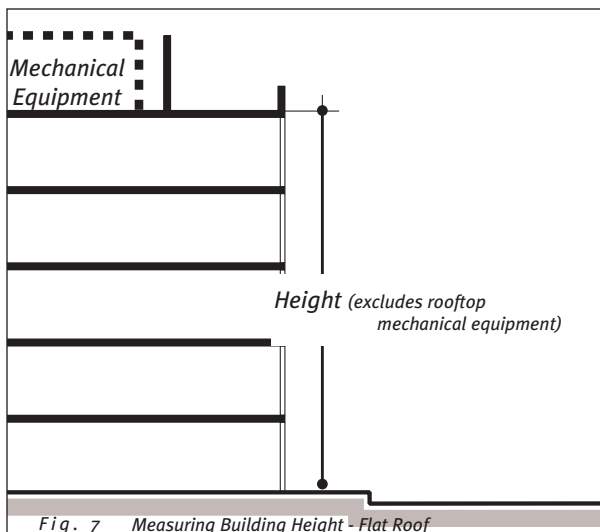
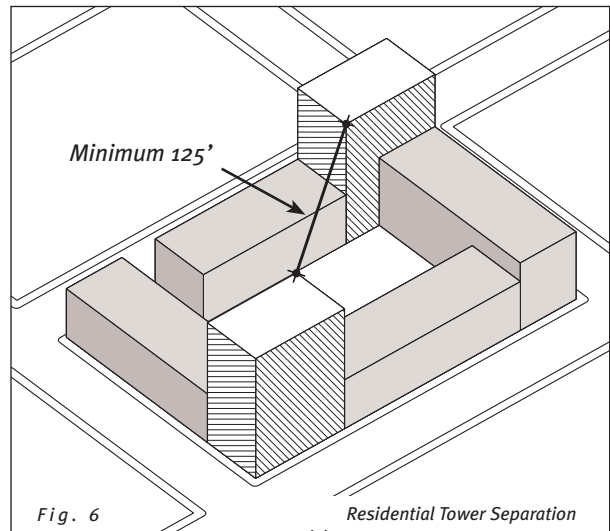
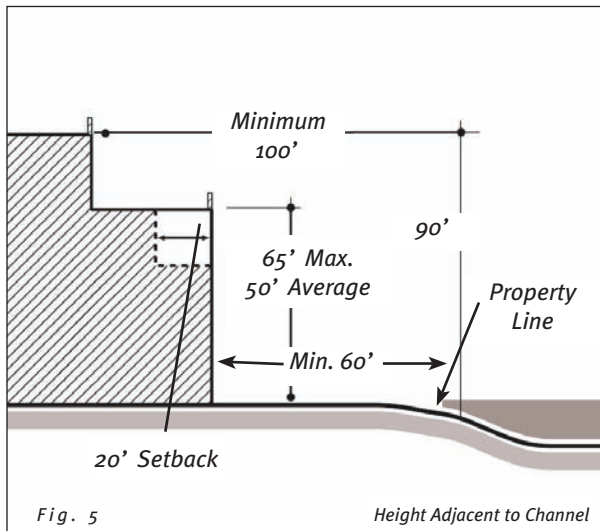
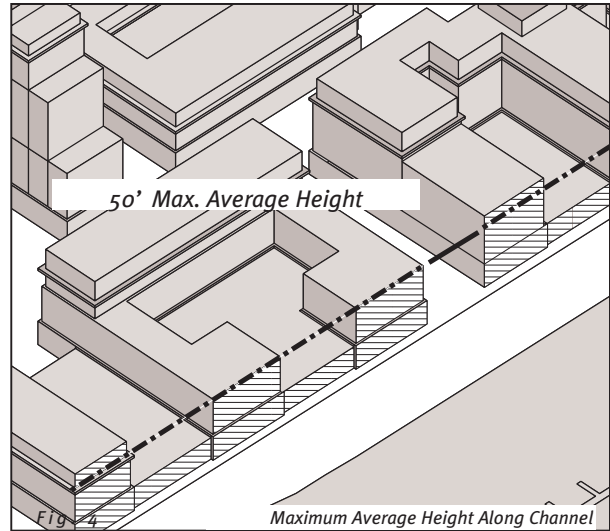
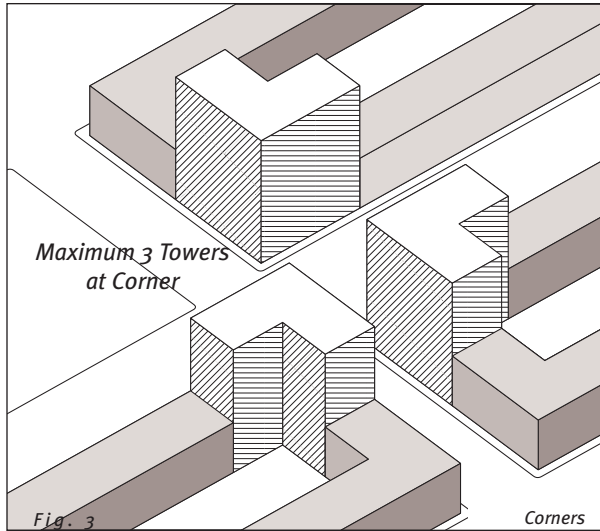
*Fig. 1*

**MIXED-USE DISTRICTS HEIGHT DIAGRAM  
HEIGHT ZONE HZ-1A**



*Fig. 2*

These diagrams are intended to illustrate the Height Standards.



## Bulk

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

Bulk controls shall apply as follows:

	Residential Zone	Mixed Use Zone (Retail/Entertainment)
Height Zones	HZ - 1b (above 90')	HZ - 1a (above 120')
<b>Bulk</b>	Max. residential plan diagonal 190' Max. residential plan length 160' Max. res. floor plate 17,000 sq. ft.	Max. residential plan diagonal 190' Max. residential plan length 165' Max. res. floor plate 17,000 sq. ft.

*These diagrams are intended to illustrate the bulk concepts.*

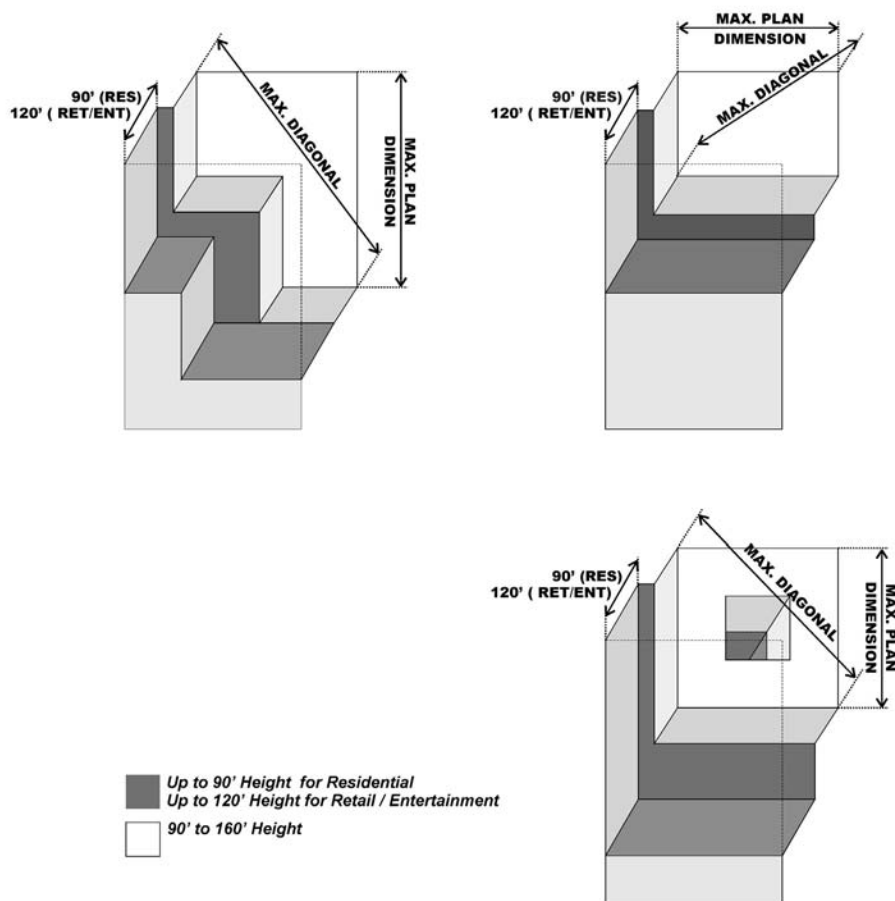


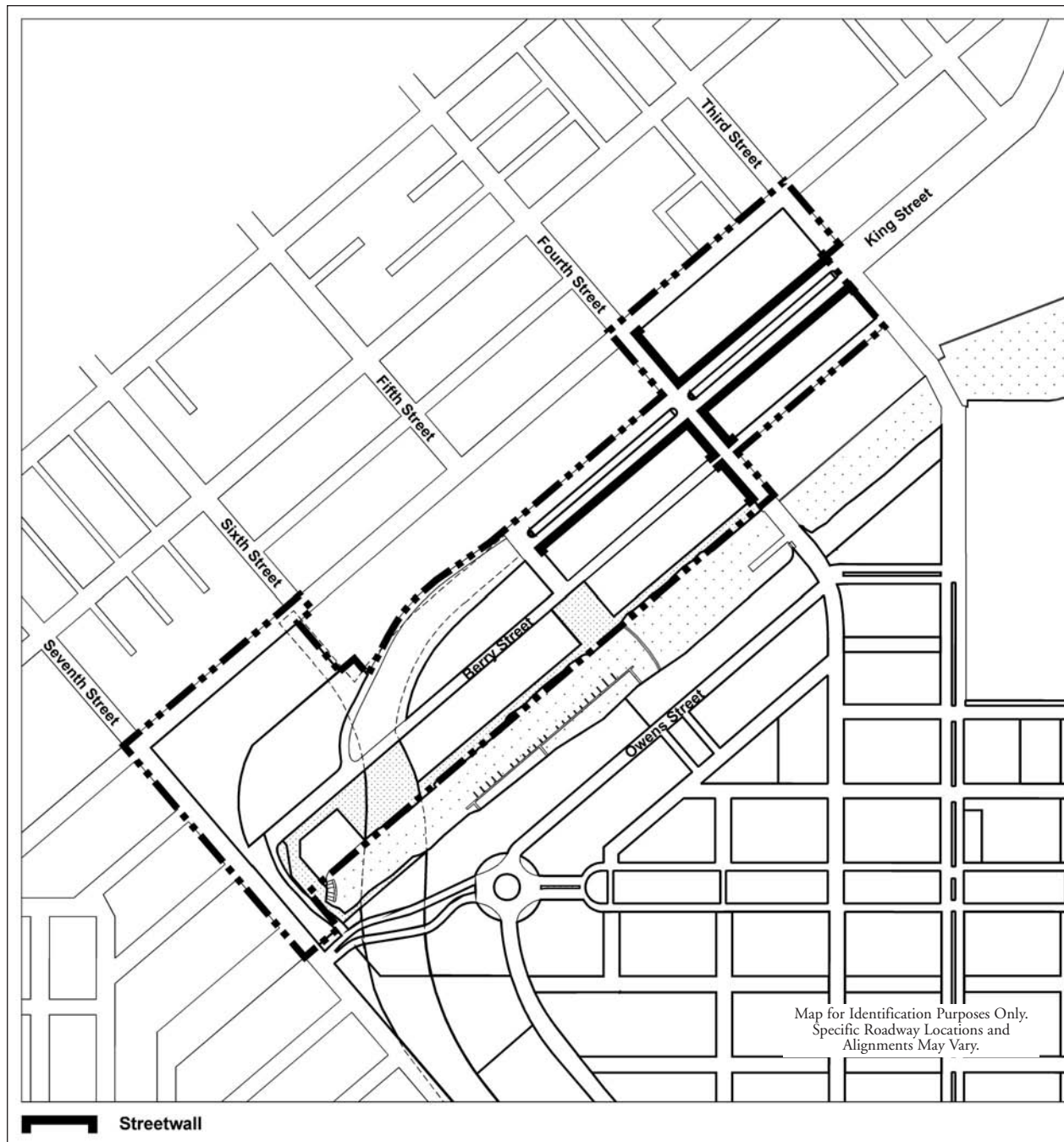
Fig. 9

## Coverage and Streetwall

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

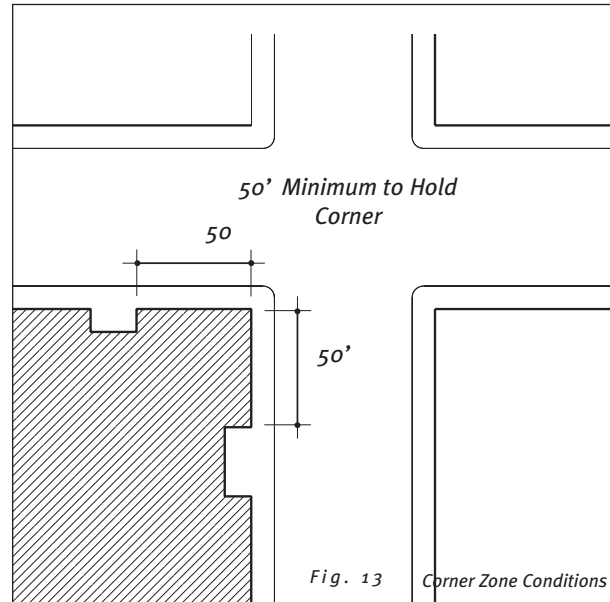
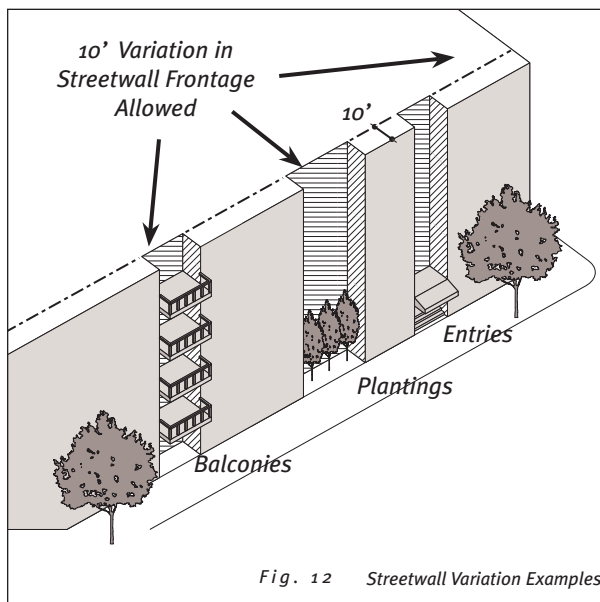
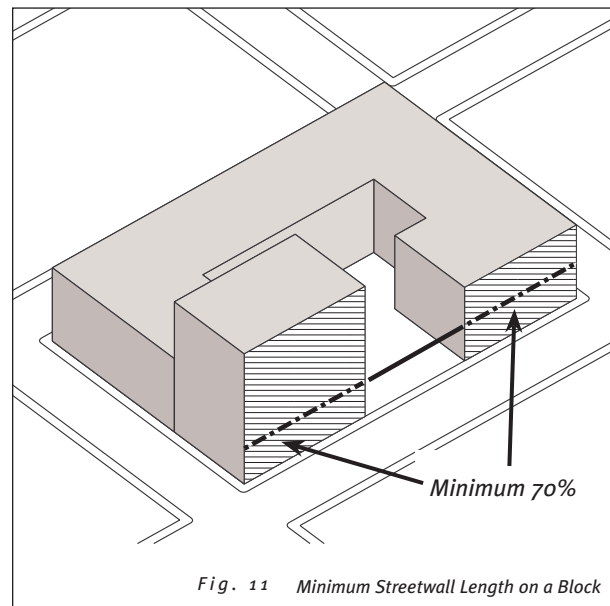
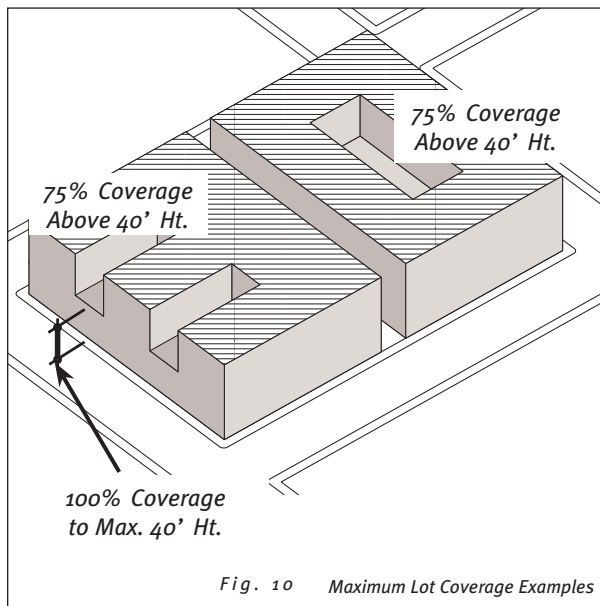
	Height Zone HZ-1b <i>Residential Zone</i>	Height Zone HZ-1a <i>Mixed Use Zone (Retail/Entertainment)</i>
<b>Lot Coverage</b>		
Maximum Lot Coverage	100% lot coverage to a maximum height of 40'. For buildings above 40' in height, a maximum of 75% lot coverage is allowed for those portions of the building above 40'. (see Fig. 9)  Parking structures serving residential uses, and not exceeding a maximum height of 65', shall be allowed 100% of lot coverage.	NA
<b>Streetwall</b>		
Minimum Length	Minimum 70% of block length frontage required for streetwalls on Fourth and King Streets.  (See Map 5 & Fig. 10: Streetwalls). 70% refers to a total measurement from street to street with no exceptions for pedestrian pathways.	
Minimum Height	15 feet	
Maximum Height	Height not to exceed 65' (except for mid-rise and towers).	Height not to exceed 80' (except for mid-rise and towers).
Corner Zone Conditions	At all intersections along primary streets (as identified on Map 5) build to street face at all corners for a distance of 50' (See Fig. 12). Height of building at corner to be no less than 15 feet. Corner entries are exempted.	NA
Streetwall Variation	10' variation within the streetwall frontage is allowed. Additional variations may be permitted, subject to design review. (See Fig. 11)	NA
Pedestrian Walkway	A minimum of one north-south exclusively pedestrian public walkway 30' wide and open to the sky is required on each of blocks N3, N3A & N4A. Pedestrian walkways shall be publicly accessible during daylight hours.	A minimum of one 20' wide through block pedestrian walkway at either ground or podium level is required on each of blocks N1 & N2. Pedestrian walkways shall be publicly accessible during daylight hours.
Projections	Architectural projections over a street, alley, park, or plaza shall provide a minimum of 8 feet of vertical clearance from the sidewalk or other surface above which it is situated. <b>Projections include:</b> <ul style="list-style-type: none"> <li>Projections of purely architectural or decorative character such as cornices, eaves, sills, and belt courses, with a vertical dimension of no more than two feet six inches, not increasing the floor area of the volume of space enclosed by the building, and not projecting more than three feet over streets, alleys, and public open spaces.</li> <li>Bay windows, balconies, and similar features with a maximum projection of three feet over streets and public open spaces.</li> </ul>	

## Primary Streets



Map 5.

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



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## Open Space (Public)

At full buildout, the Plan Area shall include approximately 6 acres of publicly accessible open space. The Mission Bay North open space shall be generally distributed as illustrated on the Land Use Plan, and will consist of linear parks, neighborhood parks, and other parks and plazas.

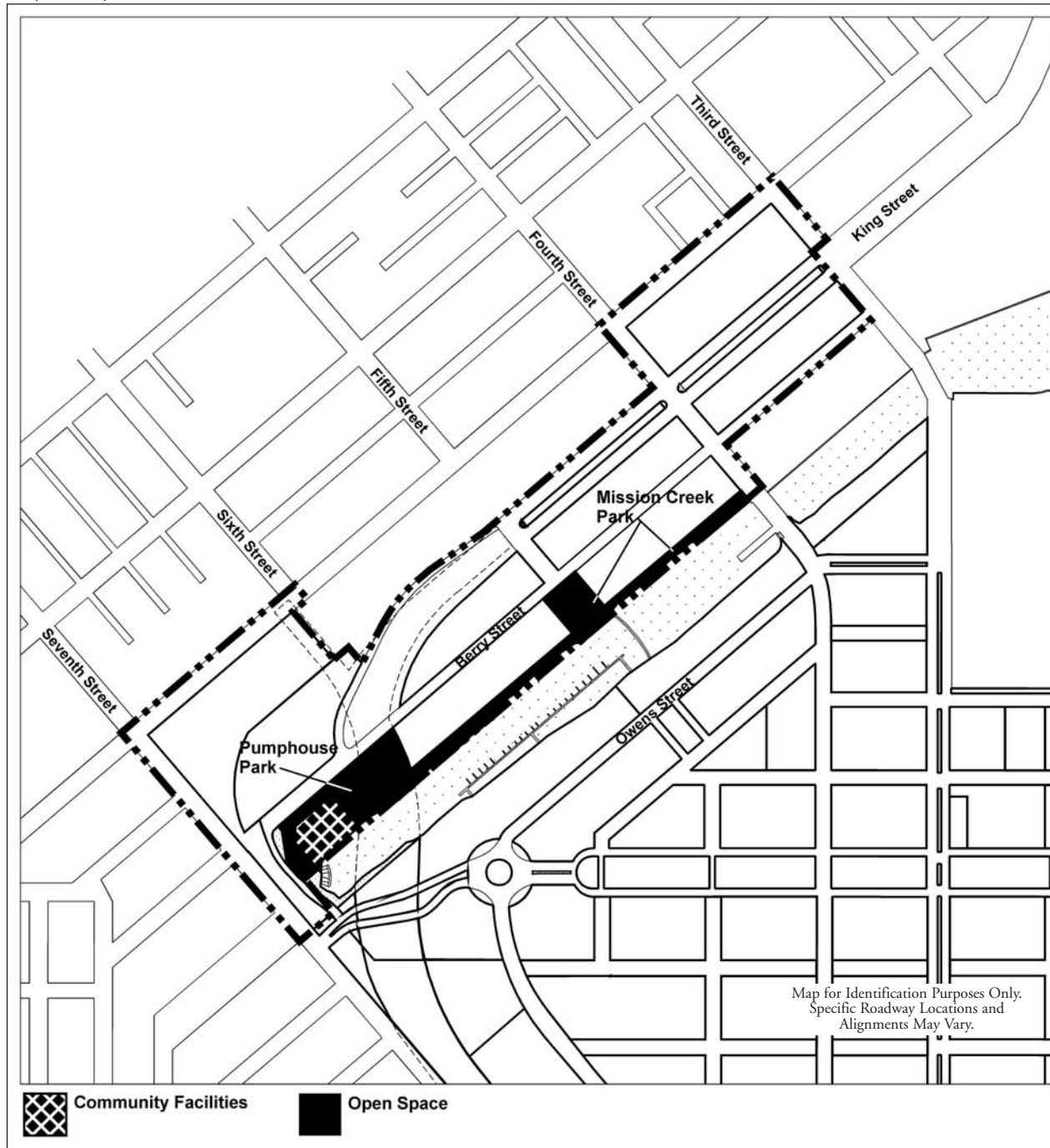
## Open Space (Private)

Private open space shall be provided for each dwelling unit in the amount of 70 square feet, except on Blocks N1 & N2 where the amount of private open space provided for each dwelling unit shall be 35 square feet.

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

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

## Open Space



Map 6.

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## Sunlight & Wind

### **Sunlight Access to Open Space :**

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

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

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

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

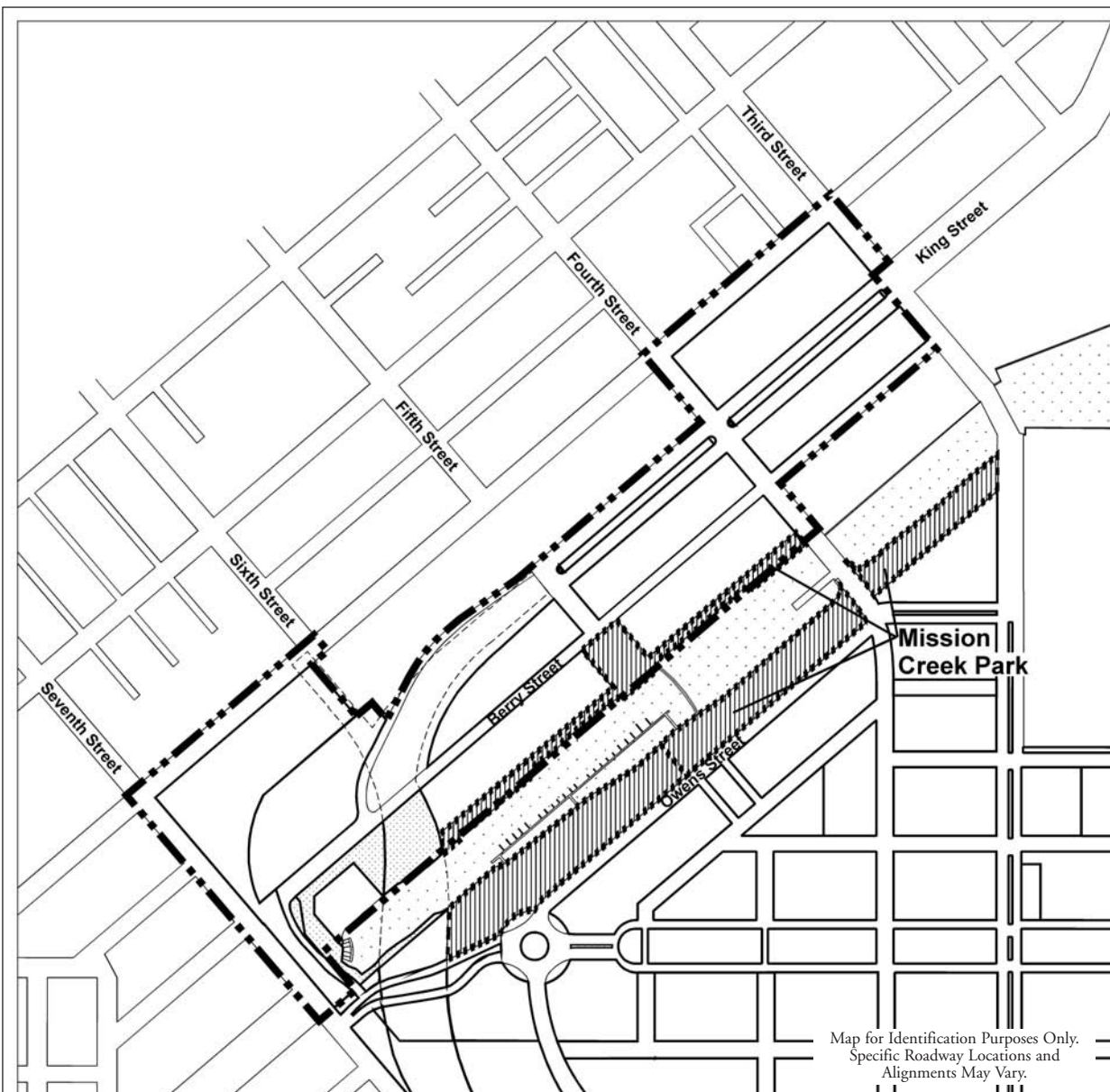
1. For the purposes of assessing the impact of shadows on Mission Bay open spaces, open spaces have been divided into four areas: Mission Creek Park (which includes both North and South), Bayfront Park, Triangle Square, and the section of Mission Bay Commons, between Third Street and Terry Francois Boulevard (see attached map). Of these, Mission Creek Park is the only open space affected by the Mission Bay North Plan Area.
2. Shadow analysis should study the area of public open space in continuous shadow for periods of one hour, during the most active months of the year (March-September) and during the most active times of the day (10am-4pm).
3. Analysis for a specific development proposal should take into account aggregate shadow impacts from all buildings over 40 feet in height adjacent to the public open space. For the purpose of shadow analysis, undeveloped parcels should be analyzed using either

approved plans for future development or a plan that resembles the maximum allowable building envelope for that parcel.

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

**Mission Creek Park** **13%**  
(includes both North and South)

*Shadow Analysis:  
Open Space*



Map 7.

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## Wind Analysis

### **Standard:**

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

### **Guidelines:**

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

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

#### View Corridors

View corridors follow street alignments and are defined by the Mission Bay North Project Boundary, Development Block and Street Grid Map on page 20.

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

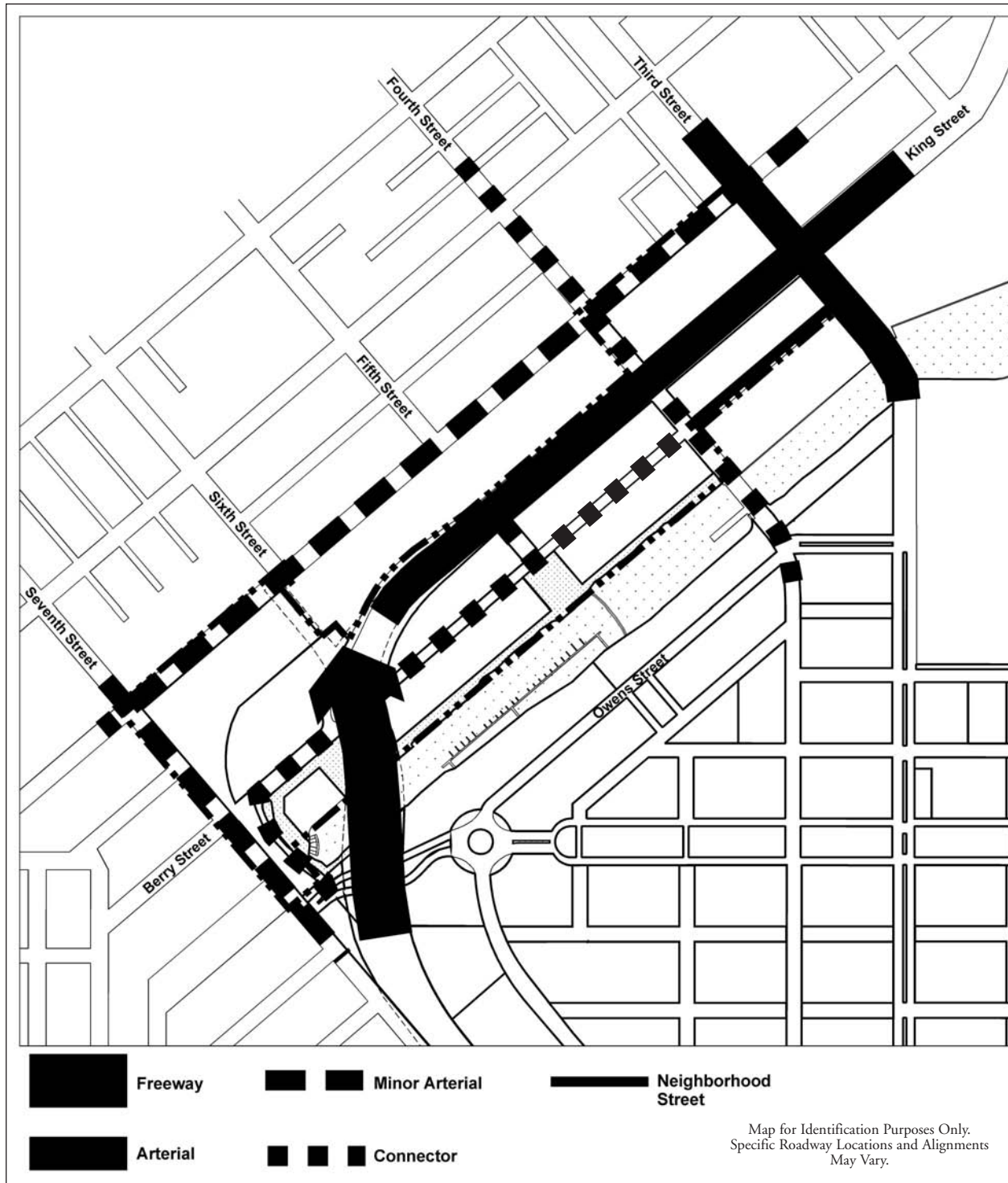
- No building or portion thereof shall block a view corridor.

## Street System

The Mission Bay North Street Grid system shall be generally as described and illustrated in the Mission Bay Project Boundary, Development Block and Street Grid Map and the Street Hierarchy Diagram provided herein.

Street	Description
<b>Arterial Streets</b>	
Third Street	Existing arterial connecting to the South of Market and Mission Bay South and Bayview Districts. Includes Bus and Light Rail.
King Street	Major existing arterial connecting to The Embarcadero. Includes Bus and Light Rail.
<b>Minor Arterials</b>	
Townsend	Minor arterial in South of Market.
Seventh Street	Minor arterial linking South of Market to Potrero Hill.
<b>Connections</b>	
Fourth Street	Local collector and bicycle commute street that serves as a connector to the South of Market District and Mission Bay South.
Berry Street (5th to 7th)	Local collector street proposed to connect to the Seventh Street corridor.
<b>Neighborhood Streets</b>	
Fifth Street	Minor residential/neighborhood street with access to parking, and segments for pedestrian use.
Berry Street (Third to Fourth)	Minor residential/neighborhood street with access to parking, and segments for pedestrian uses.

## Street Hierarchy



Map 8.

## P a r k i n g

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

- Parking for residential and retail uses shall be screened from view of pedestrians. (See guidelines for recommended methods).
- One secure bicycle parking space must be provided for every 20 vehicular parking spaces or fraction thereof.
- The entrance to any offsite parking facility shall not be more than 600' from the entrance to the building in which units are located.
- Rooftop parking in residential and mixed-use areas shall be screened from views of above utilizing such methods as landscaping, trellises or structures.
- The required ratio of compact spaces to standard size spaces is 50%.
- The minimum size requirement for parking spaces is: compact = 127.5 s.f.; standard = 160 s.f.

Use	Number of Parking Spaces
<b>Residential</b>	Maximum of one space for each dwelling unit
<b>Retail</b>	<p>Maximum of one space for each 500 gross square feet up to 20,000 square feet, plus one space for each 250 square feet in excess of 20,000 square feet.</p> <p>For retail greater than 20,000 gross square feet, the minimum amount of parking required is 75% of the maximum number of parking spaces allowed.</p> <p>For retail greater than 50,000 gross square feet, a ratio could be established by the Redevelopment Agency based on a development-specific parking demand study and not to exceed 10% greater than the limit stated herein.</p>
<b>Restaurants, bars, clubs, pool hall, dance hall, or similar enterprise.</b>	<p>Maximum of one space for each 200 square feet of gross floor area, where the occupied floor area exceeds 5,000 square feet.</p> <p>For these uses greater than 20,000 gross square feet, the minimum amount of parking required is 75% of the maximum number of parking spaces allowed.</p>
<b>Theater</b>	Maximum of one space for each eight seats up to 1,000 seats where the number of seats exceeds 50 seats, plus one for each 10 seats in excess of 1,000 seats. The minimum amount of parking required is 75% of the maximum number of parking spaces allowed.

## Loading

Off-street loading spaces shall be provided per gross square feet of floor area as indicated in the following chart. For multi-parcel developments, loading spaces can be aggregated. A lower ratio may be established by the Redevelopment Agency based on a development-specific loading story.

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

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

## Signage

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

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

*Residential Blocks (N3 & N4):*

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

## **I V .   D e s i g n   G u i d e l i n e s**

Urban Design Framework

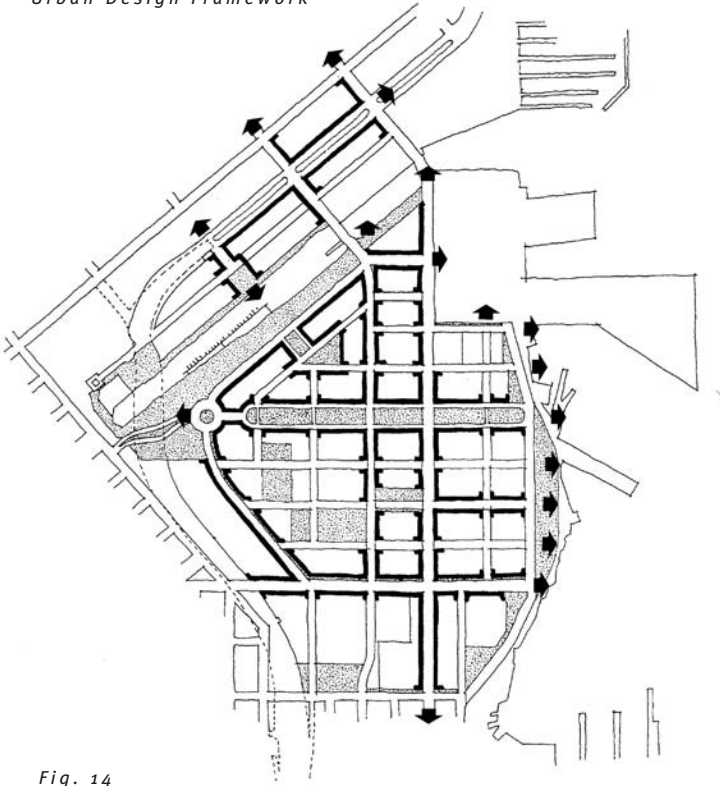


Fig. 14

### Introduction:

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

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

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

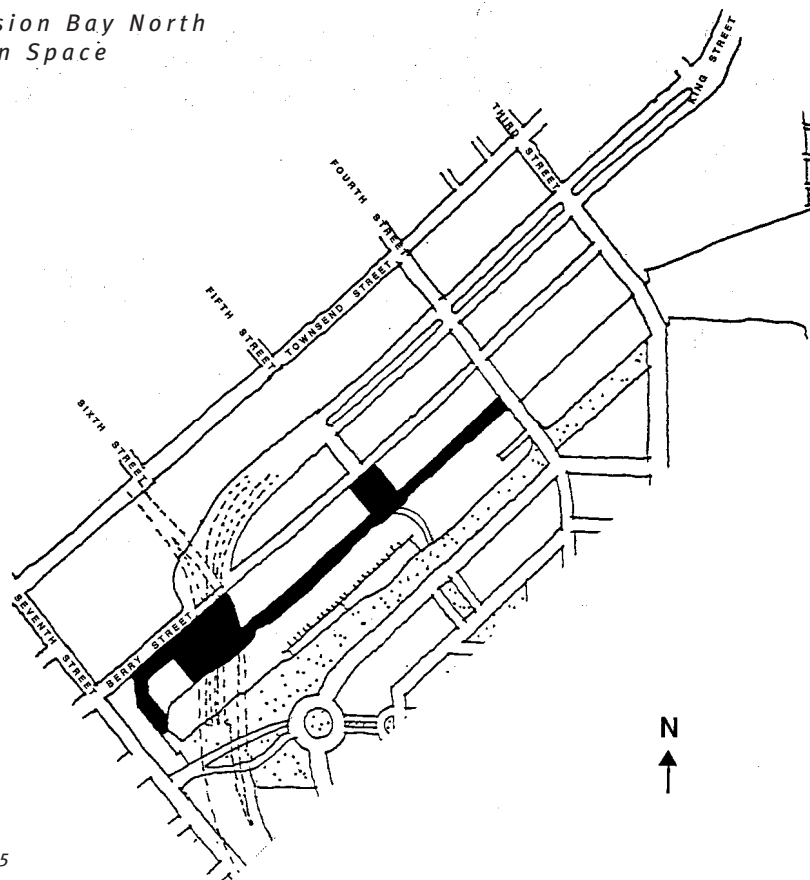
# A . O p e n S p a c e G u i d e l i n e s

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

The system is reinforced by its visual and physical connections to features and activities within the Plan Area and integrates into the citywide distribution of public open space. Existing bicycle routes and proposed pedestrian pathways connect the Mission Bay North open space and street system with adjacent uses, surrounding neighborhoods, and the citywide network of bicycle and pedestrian routes. Of particular importance are the links, visual and physical, to the Mission Creek Park which straddles the Mission Bay North and Mission Bay South Plan Areas.

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

*Mission Bay North  
Open Space*



*Fig. 15*

**Horticulture:**

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

**Mission Creek Park - North Edge:**

Develop the northern edge of the Channel (NP1, NP3), consistent with regulatory requirements, as a restful, landscaped area oriented to the water, accommodating walkways, appropriate vegetation which enhances the Channel habitat, and opportunities for passive recreation such as strolling, sitting, and viewing Mission Creek that enhance the marine and wildlife ecology.

- Provide pedestrian pathways with appropriate landscaping, seating areas and places to view the Channel.
- Provide overlook plazas/viewing platforms along Channel edge, as indicated on the accompanying diagram.
- Develop a softscape edge along the Esplanade adjacent to the Channel. Stabilize the water's edge with appropriate natural materials and vegetation at appropriate water elevations, sensitive to the tidal ecology and the avian population of the Channel.

**Mission Creek Park - Bank Treatment**

**Consistent with regulatory requirements, develop the bank treatment for Mission Creek Park as follows:**

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

#### **Mission Creek Park - Fifth Street Square:**

**Develop the Fifth Street Square (NP2) as a neighborhood square with passive recreation, views to Mission Creek, and an opportunity for a unique character-giving design feature (pavilion, artwork, including decorative fountain and /or sculpture).**

- Active and community-serving uses, such as restaurants, retail services, or passive recreational uses with outdoor uses and seating are encouraged fronting and within the square.
- No commercial structures are permitted in the square.
- Cafes would be in buildings fronting the square, but can have adjacent publicly accessible outdoor tables and chairs.
- Establish a visual and pedestrian connection through ground treatments and three dimensional elements linking Fifth Street Square to Mission Creek, and Triangle Square and the Commons in Mission Bay South. Consider a consistent, memorable streetscape treatment (e.g. sidewalk design, aquatic motif, tree selection and placement etc.) to emphasize this link and encourage pedestrian use.



**Pumphouse Park:**

Develop the Pumphouse Park (NP4, NP5) for active recreation such as courts, including a recreational facility and toilet facilities, and connect to the North Channel Esplanade.



*Skateboard Park*



*Active Recreation*

**Pedestrian Bridge Over Channel:**

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

**Special Landscape Linkages:**

Where specific sidewalks form essential linkages along or between public open space areas, consideration should be given to special landscape treatment to encourage use of these sidewalks. This might involve tree selection, additional plantings or special paving, and might be considered for linkages such as the Fifth Street extension from King Street to Mission Bay South.

### Private Open Space

#### Residential Open Space:

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

- Individual unit open space: patios, terraces, or balconies adjacent to the unit.



- Common open space: mid-block lanes (provided they do not permit through traffic other than emergency vehicles), gardens, building courtyards at grade level, rooftop and parking podium level gardens, decks, solaria, and atria open to sun and air, open terraces or recreational facilities.



- Where feasible, the residential open space should maximize sunlight and be oriented to significant natural features such as the Channel and the Bay.
- Private open space, where feasible, should enhance public open space areas utilizing design features such as: views to private open space from sidewalks and parks, enhanced walkways and pedestrian linkages, and similar measures.

### Rooftop Recreation/Community Structures:

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

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

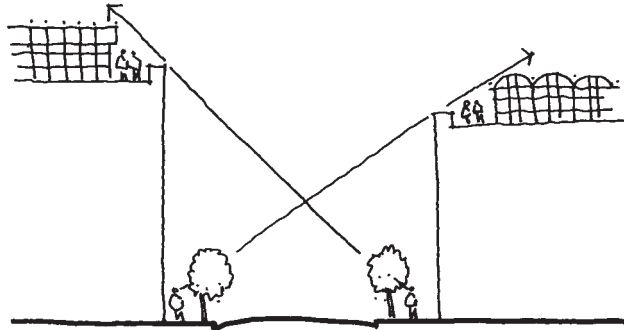


Fig. 16 Rooftop Community Structures



## **B . R e s i d e n t i a l   G u i d e l i n e s**

### *Mission Bay North Residential*

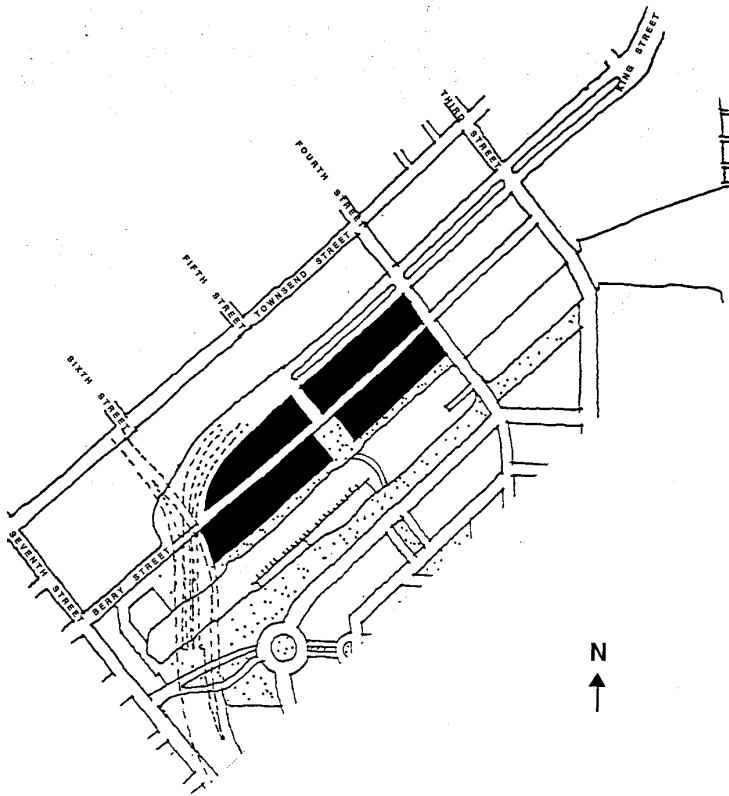


Fig. 17

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

Situated along major access routes, and bordered by the Channel to the south, new entertainment/retail uses to the east, and King Street to the north, the District combines the excitement of living in a bustling city with the potential for respite through orientation towards the Channel, neighborhood parks, and the life of mid block open spaces.

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

Residential Guidelines, outlined and illustrated in the following pages, provide recommendations for all new housing construction in blocks designated Mission Bay North Residential in the Land Use Plan included in this Design for Development. For residential development on the Mixed Use blocks N1 and N2, please refer to the Retail/Mixed Use Guidelines section.

## Mid-Block Walkways:

- Mid-block lanes should complement the primary street system.
- To promote better pedestrian access and modulate the scale of development, additional mid-block lanes are encouraged in a north-south orientation. They may be for pedestrians only or may also provide vehicular access, additional building frontage, and on-street parking.

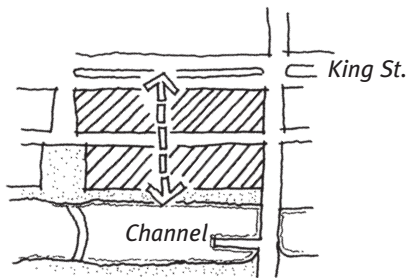


Fig. 18 Mid-Block Walkway Example

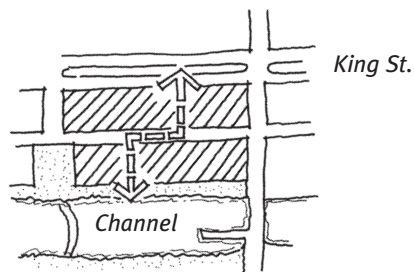


Fig. 19 Mid-Block Walkway Example



Mid-Block Walkway Example



Fig. 20 Mid-Block Walkway View to Channel

### Street Frontage

#### Streetwall and Setbacks:

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

- Other streets not specifically mentioned in the Design Standards are also encouraged to have continuous streetwalls.
- While mid-block lanes should also be designed to these guidelines, they may include more generous setbacks to create additional open space.

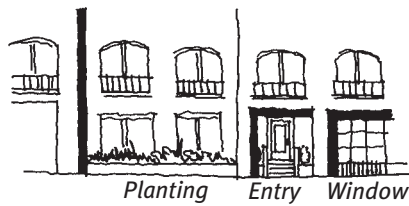


Fig. 21 Streetwall Setbacks

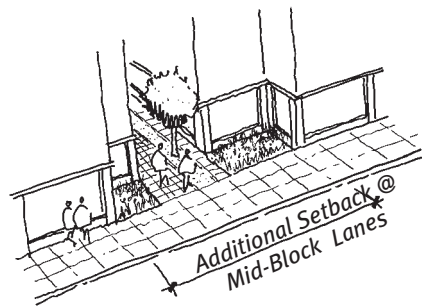


Fig. 22 Additional Setback for Mid-block Lanes



Continuous Streetwall



Setback

**Pedestrian Scale:**

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

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



#### Entries:

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

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



Fig. 23 Frequent Residential Entries



Fig. 24 Prominent Residential Entries



Fig. 25 Prominent Residential Entries



Residential Entry from Street



Prominent Residential Entry

### Height Locations:

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

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



Fig. 26 Vertical Articulation

#### **Skyline Character:**

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

- Locate taller buildings in clusters so as to establish a distinctive and memorable skyline which reinforces activity and density patterns in Mission Bay.
- Reflecting their importance in the skyline and in deference to prevailing San Francisco patterns, tall buildings should avoid unusual shapes which detract from the clarity of urban form by competing for attention with buildings of greater public significance.
- Recognizing the views of Mission Bay from surrounding areas, variety in buildings heights, massing, and building articulation are recommended to promote visual variety and reduce the scale of development.



### Building Base:

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

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

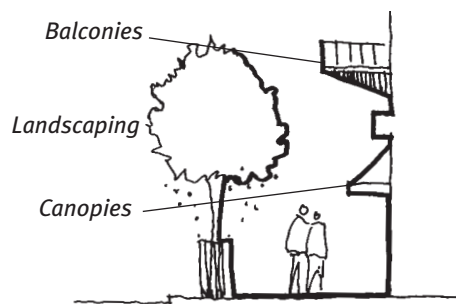


Fig. 27 Pedestrian Scale Building Base



Pedestrian Scale Building Base

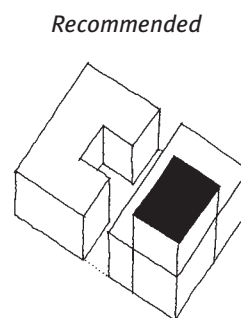
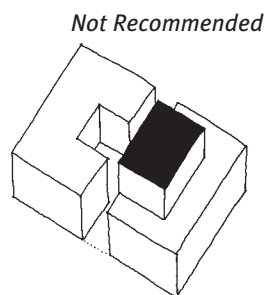


Fig. 28 Tower Placement

#### Roofscape:

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

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



## Visual Interest:

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

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

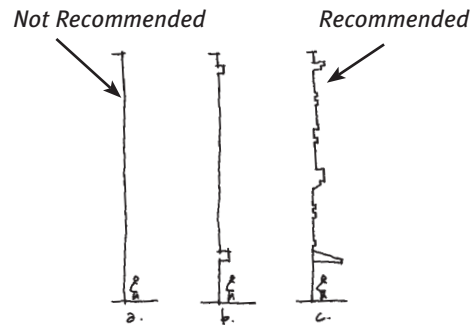


Fig. 29

Architectural Details Create Visual Interest

- As is common in San Francisco neighborhoods, building variety on a block is desired while maintaining a consistent street frontage.



- Tall buildings should reflect the San Francisco building pattern of base, shaft, and capital separated by cornices, string courses, setbacks, and other articulating features.

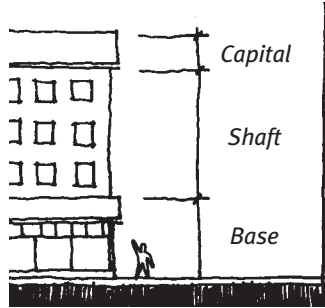


Fig. 30  
Base, Shaft, Capital  
- A Typical San Francisco Building Pattern



### Color and Materials:

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

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

### Corner Zone:

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

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

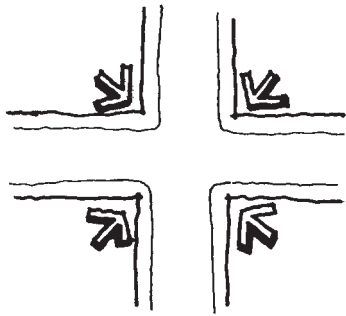


Fig. 31 Build to Corner

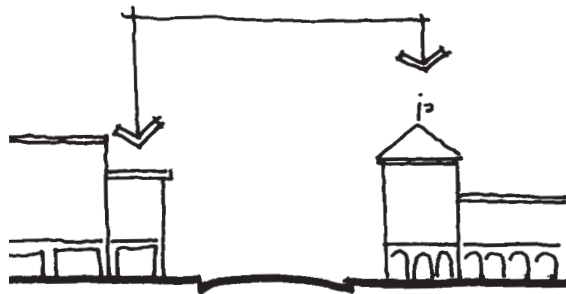


Fig. 32 Mark Corners

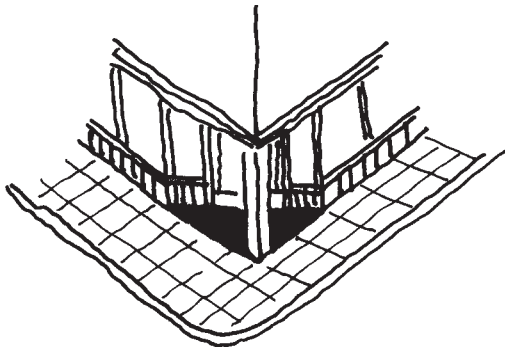


Fig. 33 Corner Pass Throughs



Prominent Corner



## **C. Retail/Mixed Use Guidelines**

Retail/Mixed-Use guidelines refer to the range of retail and mixed-use development that is anticipated throughout the Plan Area development. Much like other neighborhoods in San Francisco, the Plan Area will have a wide variety of retail services for its residents, workers, and visitors including shops that serve the needs of residents, stores that attract residents from throughout the City, and retail/entertainment that is a regional destination. The goal of the guidelines is to guide the design and successful integration of entertainment, city-serving, and neighborhood retail with a vibrant residential neighborhood, and act as an important new retail destination in the City.

---

## **A. NEIGHBORHOOD-SERVING RETAIL\***

Neighborhood Retail guidelines refer to neighborhood retail uses in residential areas throughout the Plan Area exclusive of Blocks N1 & N2. The guidelines are directed at integrating neighborhood retail activities into the neighborhood as is typical throughout San Francisco.

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

### Street Frontage

#### Neighborhood Retail Locations:

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

- In the Plan Area, neighborhood retail uses are primarily encouraged near the light rail stop at 4th Street, adjacent to the Fifth Street Square, and along Townsend Street.



Fig. 34 Neighborhood Retail

#### Pedestrian Scale:

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

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

**Setbacks:**

**In order to maintain a continuous block facade line, building setbacks beyond the 10' setback allowed are discouraged for neighborhood retail.**

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

**Storefronts:**

**For pedestrians, the character of buildings as they meet the sidewalk is important in establishing a comfortable environment.**

- Where feasible, buildings should be designed with elements that modulate scale and promote pedestrian interest. This modulation can be achieved with techniques such as landscape treatments, vertical modulations, street level activities, and, where feasible, store windows.

#### Corner Stores:

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

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



Fig. 35 Corner Store

#### Curb Cuts:

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

#### Facades:

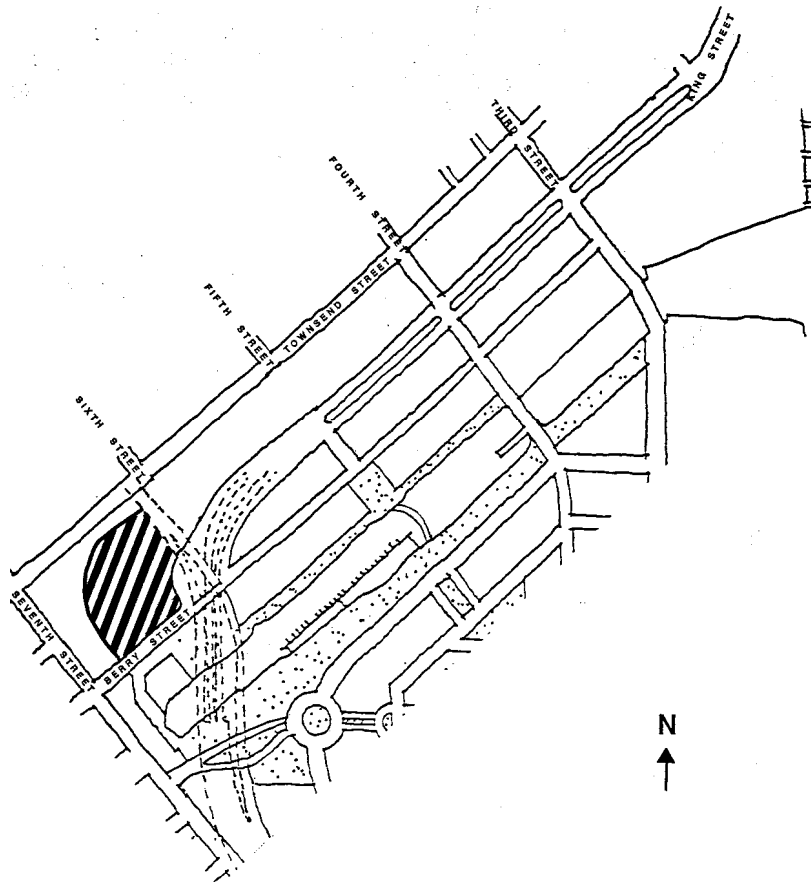
Neighborhood retail facades should be compatible with the proportions and design features of the residential and commercial facades above and the facades of adjacent buildings.

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

## B. CITY-SERVING RETAIL WITHIN MISSION BAY NORTH RETAIL

City-serving Retail guidelines refer to city-serving retail uses in commercial areas in parcel N5 in Mission Bay North. City-serving refers to retail uses offering goods and services to a population greater than the immediate neighborhood. The guidelines are directed at integrating such retail activities into the fabric of Mission Bay and minimizing impacts they have on the adjacent residential neighborhoods.

*City-Serving Retail Locations*



*Fig. 36*

## Block Development

### Pedestrian Scale:

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

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



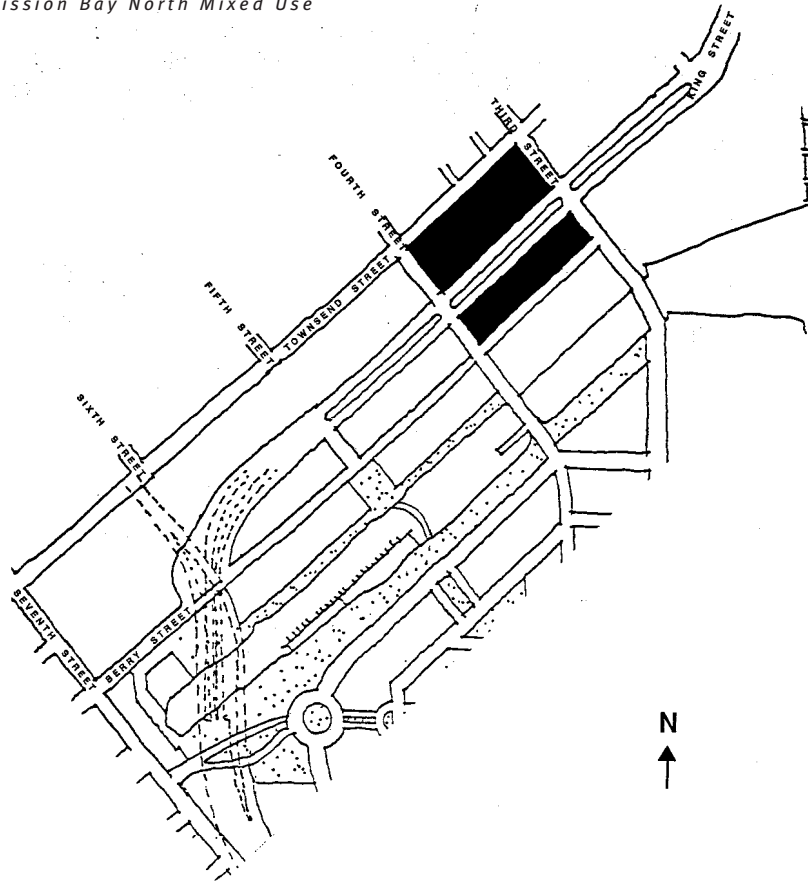
Fig. 37

Visually Interesting Pedestrian Scale

## C. MIXED USE GUIDELINES (RETAIL/ENTERTAINMENT & RESIDENTIAL)

The following guidelines refer to the planned mixed-use development anticipated on blocks N1 & N2 in the North of Channel area. This mixed-use development is anticipated to include retail/entertainment and related uses, neighborhood-serving retail, city-serving retail, urban residential development which may be located above or adjacent to the retail uses, and associated parking. The developments on blocks N1 & N2 will reinforce the special regional character of this area marked by the ballpark, the CalTrain station, and the new Muni light rail.

*Mission Bay North Mixed Use*



*Fig. 38*

### Block Development

#### Pedestrian Walkways:

To encourage a vibrant and active pedestrian environment and to modulate the scale of the blocks, retail developments on blocks N1 & N2 should include at least one 20' wide through block public pedestrian walkway at either the ground or podium level.

- A through block walkway, in either a north-south or east-west orientation, may take a variety of forms: an internal street open to the sky, arcades, through block connections, galleria, or other public passages.
- Retail entrances, commercial activities, sidewalk cafes, and pedestrian access to parking garages are all encouraged along these walkways.
- Upper level walkways should be inviting and easily accessible from street level.
- Mid-block connections may be pedestrian-only and/or be treated like South of Market alleys to also provide vehicular access and additional building frontage.



Fig. 39 Pedestrian Walkway



Retail/Entertainment along Mid-Block Walkway

#### Corner Pedestrian Space:

Building designs that create additional pedestrian space at the 3rd/King intersection are encouraged.

### Open Space:

The development of publicly-accessible open spaces is encouraged. Such open spaces may occur at grade or on upper levels and should be accessible during business hours.

### Streetwall:

Retail buildings should be continuous at the property line on streets, except for breaks in the streetwall for mid-block connections, entryways, public gathering spaces, pedestrian areas, arcades, sidewalk cafes, walk-up windows, or for architectural projections.

### Pedestrian Scale:

Large-scale retail developments on blocks N1 & N2 should be designed with an eye to maintaining an inviting pedestrian experience on the street.

- The street frontage at street level should incorporate entrances, storefronts, shop windows, or other displays. Clear, untinted glass should be used at and near the street level to allow maximum visual interaction between sidewalk areas and the interior of buildings.
- Where unavoidable, blank walls should be limited to 50' maximum length. In addition, eye-level displays, a contrast in wall treatment, an offset wall line, outdoor seating and/or landscaping should be considered to enhance visual interest and pedestrian area vitality.
- Streetscapes are particularly important in maintaining pedestrian scale. Attention should be given to landscaping, sidewalk details, hardscape areas, street furniture, and other elements that enhance the pedestrian experience. (See Street Guidelines for more detail.)



### Building Height & Form

#### **Height Locations:**

**Mid-rise buildings up to 120' high and towers up to 160' high may be constructed within a percentage of the developable area of HZ-1a as indicated in the Design Standards.**

- The placement of buildings up to 160' tall should mark significant areas (e.g. major intersections, transit stops, and gateways) along King Street, Third Street, and Fourth Street, reinforce major destinations and elements within Mission Bay, and preserve, frame, and enhance views and view corridors.
- Tall building locations should be selected with a recognition that the taller buildings in particular, when seen together, will create the skyline character of Mission Bay.

#### **Skyline Character:**

**The skyline is a significant component of the overall urban composition that is San Francisco and the guidelines encourage development which will complement the existing city pattern and result in a new, attractive view element as seen from nearby and city-wide vantage points.**

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

#### **Building Base:**

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

- In the case of taller buildings, setbacks above the tower base should not be so significant that towers have no presence at the ground level.

### Roofscape:

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

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

### Integrate Towers:

Housing towers should not be simply additions to the podium level of retail buildings. Towers should be expressed as vertical elements and integrated into the overall design of the structure.

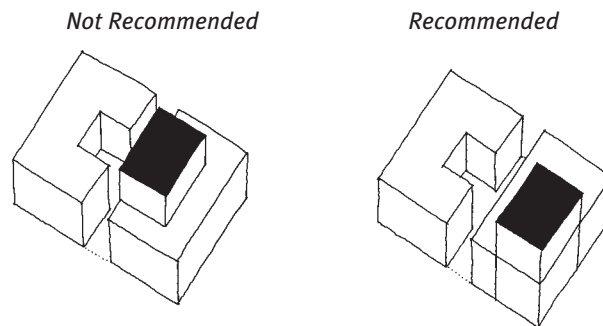


Fig. 40 Tower Placement

## Architectural Details

### Visual Interest:

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

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

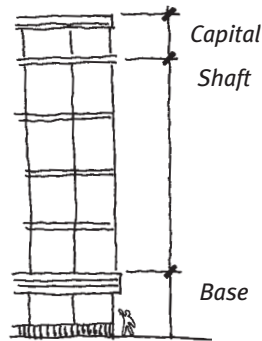


Fig. 41 Base, Shaft, Capital  
- A Typical San Francisco Building Pattern

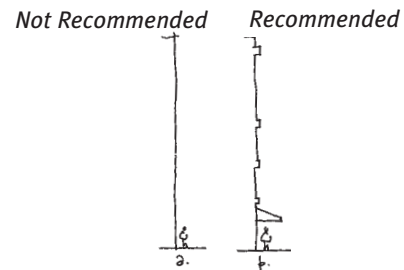


Fig. 42 Architectural Details Create Visual Interest

### Roof Terraces:

Using roof terraces for open space uses is encouraged where feasible, and can qualify as required private open space.

## D . P a r k i n g   G u i d e l i n e s

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

## Sidewalk Edge:

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

- Parking frontage should be predominantly an active use as described above, except on block N2.

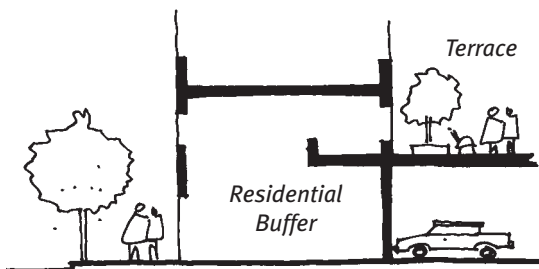


Fig. 43 Residential Buffer for Parking



- Openings to parking areas other than garage doors should be limited to those required in the San Francisco Building Code for ventilation. Openings should be well above or below eye level and should be covered with visually attractive screening to minimize the parking and its lighting from being seen from the street.

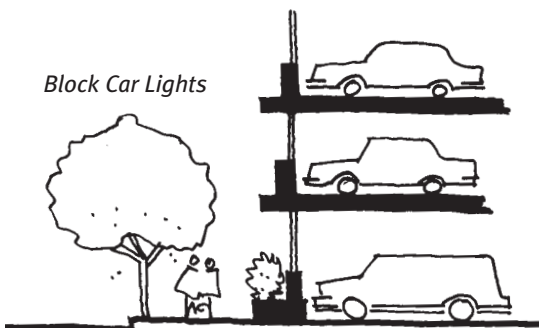


Fig. 44 Landscaping Buffer for Parking

### Street Frontage

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

#### **Automobile Access to Parking:**

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

#### **Pedestrian Access:**

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

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



### Parking Podium Roofs:

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

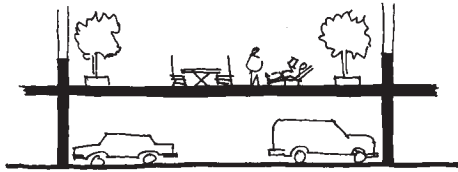


Fig. 45 Roof Terraces



Podium Roof Terrace

### Lighting:

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

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

### Entries:

Both on-site and street-side entries for vehicles and pedestrians should receive careful design treatment which reflects the intense level of use they will receive.

- Stairs and elevator lobbies should be conveniently located, visually accessible from the



Integrated Vehicle Entries



Integrated Vehicle Entries

## Architectural Details

building entry, well lit, and secure.

### Shared Parking:

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

- Where feasible, include active uses such as retail on the ground floor of off-site parking structures.



### Architectural Character:

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

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



Fig. 46 Texture Solid Walls



**Loading Areas:**

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

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



## **E . S t r e e t   G u i d e l i n e s**

## Key Streets

### 4th Street:

A neighborhood commercial street with consistent pedestrian-scale retail frontages. In Mission Bay North, 4th Street also serves as a mixed-use transit street with light rail and is the primary access street to CalTrain Station. The street should be designed as an bicycle and pedestrian connection through the area to Mission Bay South linking to UCSF.

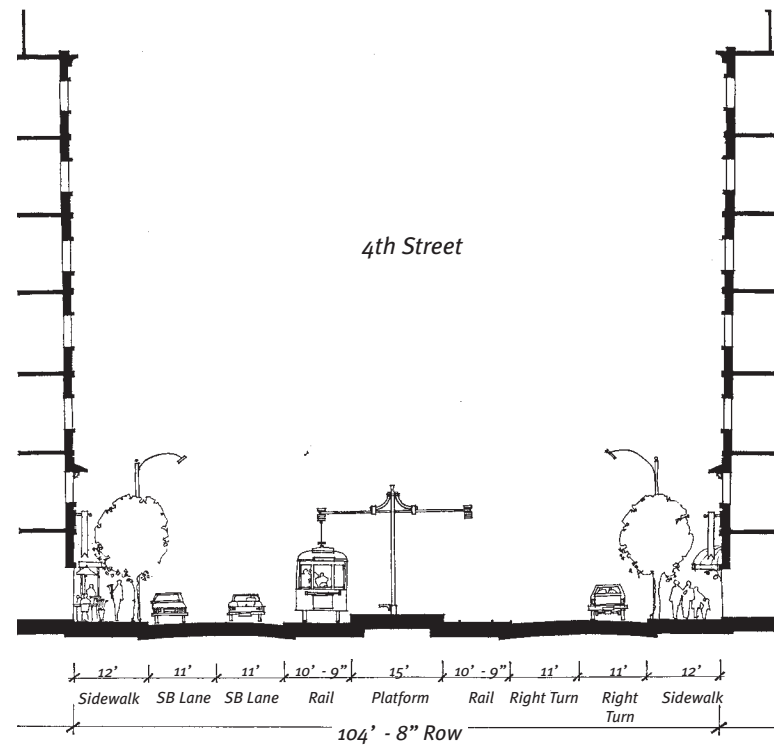


Fig. 47

### 3rd Street:

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

## King Street:

A mixed-use, transit and vehicular street with a concentration of taller buildings, consistent building frontages, and retail uses that relate to the density of nearby residential development and the retail/entertainment potential of the Ballpark.

## Neighborhood Streets:

Narrower, more intimate streets such as Berry Street and 5th Street in residential areas. Neighborhood streets should be designed to minimize the impacts of vehicular traffic and maximize pedestrian and neighborhood amenities.

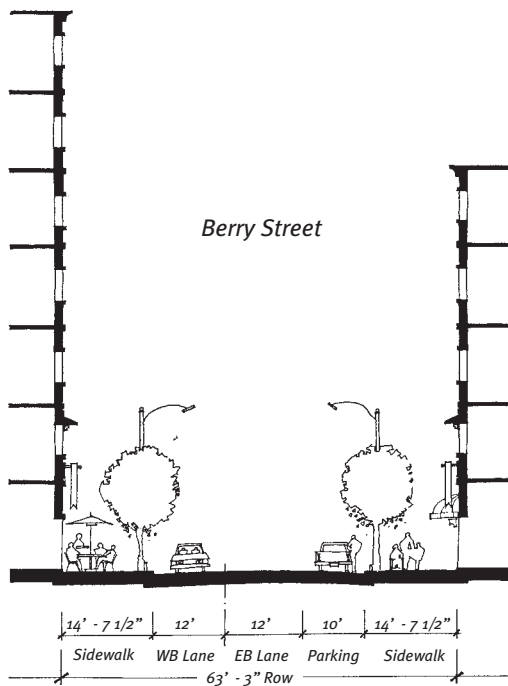


Fig. 48

## Streetscape

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

### Sidewalk Furniture:

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

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

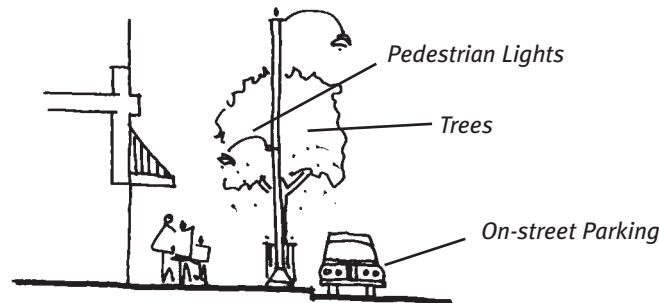


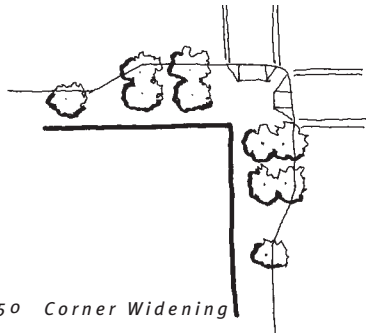
Fig. 49 Sidewalk Section

- Sidewalk cafes, planters, benches, public art and other pedestrian-oriented details installed by individual property owners are encouraged within the guidelines established by and available from the Department of Public Works.
- Sidewalk utility boxes, such as transformer vaults, should be placed underground, integrated into building walls, or integrated into the overall street furniture program. Free-standing utility boxes, independent of the comprehensive Mission Bay North Infrastructure Plan are not permitted.

### **Corner Widenings:**

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

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



*Fig. 50 Corner Widening*



*Corner Widening*

### **On Street Parking:**

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

### **Lighting:**

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

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

## Street Trees

### Horticulture:

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

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

### Design:

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

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

**Infrastructure:**

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

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



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

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

### Urban Design Vision

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

- 
14. Seek design opportunities for concentrated mixed-use development at transit stops which will enhance both development and transit potential.

## **T r a n s p o r t a t i o n   I n f r a s t r u c t u r e**

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

## **O p e n   S p a c e**

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

3. Create a public open space concept that allows for variety in scale and uses, along with visibility and accessibility from public streets and walkways.
4. Acknowledge the street and view corridor network as part of the overall open space concept, and promote public access through vehicular, bicycle, and pedestrian connections where practical.

### **L i v a b i l i t y   a n d   C o n s t r u c t i b i l i t y**

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

