
DEVELOPMENT CONTROLS AND DESIGN GUIDELINES FOR THE TRANSBAY REDEVELOPMENT PROJECT

Successor Agency to the Redevelopment Agency of the City and County of San Francisco



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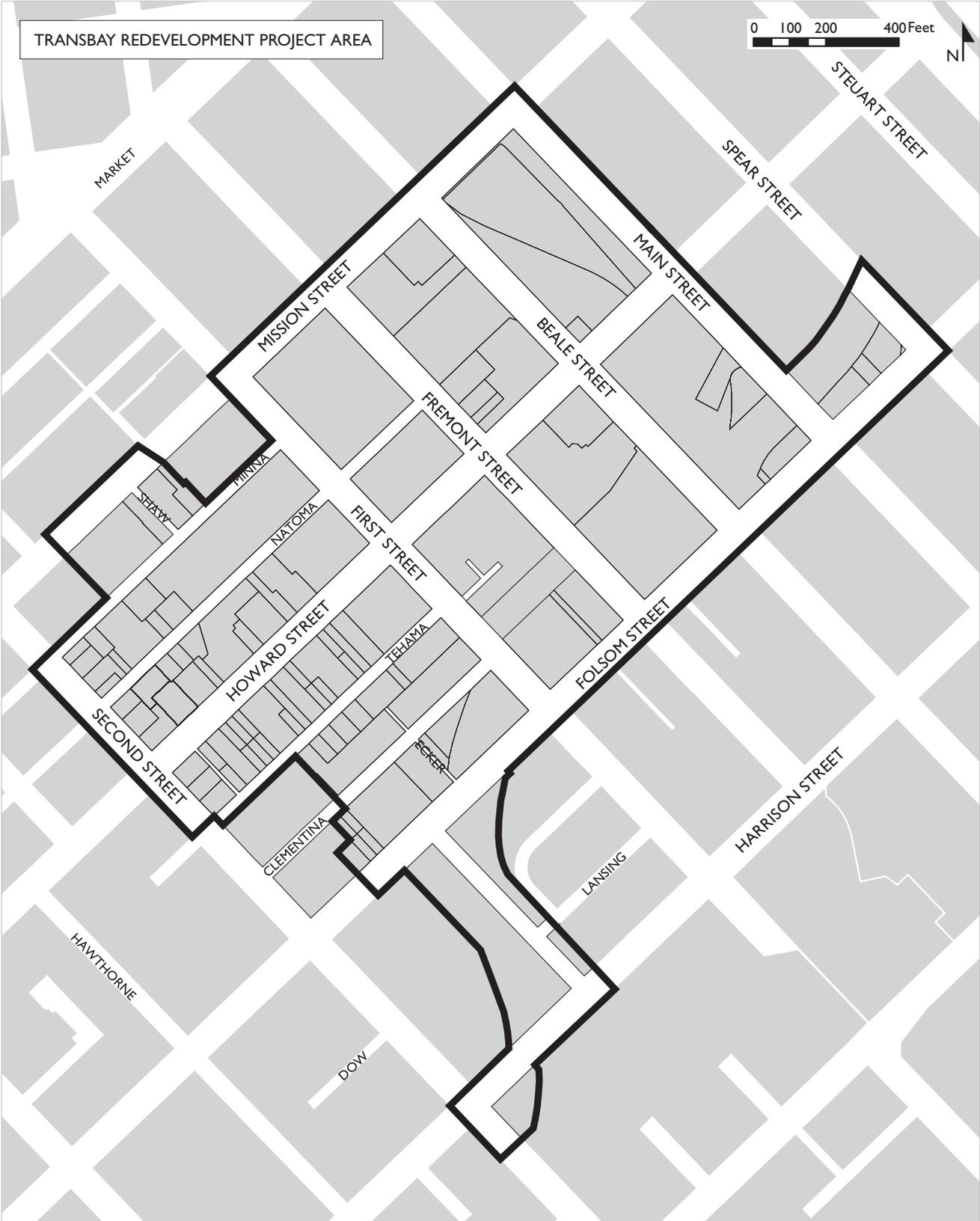
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INTRODUCTION

BACKGROUND AND PURPOSE

The Development Controls and Design Guidelines for the Transbay Redevelopment Project (the “Development Controls and Design Guidelines”) is a companion document to the Redevelopment Plan for the Transbay Redevelopment Project (the “Plan”). The Plan, as approved by the San Francisco Board of Supervisors, establishes the Goals and Objectives and the basic land use standards for the Transbay Redevelopment Project Area (the “Project Area”). These Development Controls and Design Guidelines and the San Francisco Planning Code (the “Planning Code”) provide legislated development requirements and specific design recommendations that apply to all development within the Project Area. The Transbay Redevelopment Project Area Design for Development (the “Design for Development”) is another companion document to the Plan that contains broad conceptual frameworks for land use, urban form, streets and public spaces within the Project Area. The Design for Development provides conceptual frameworks for development in the Project Area.

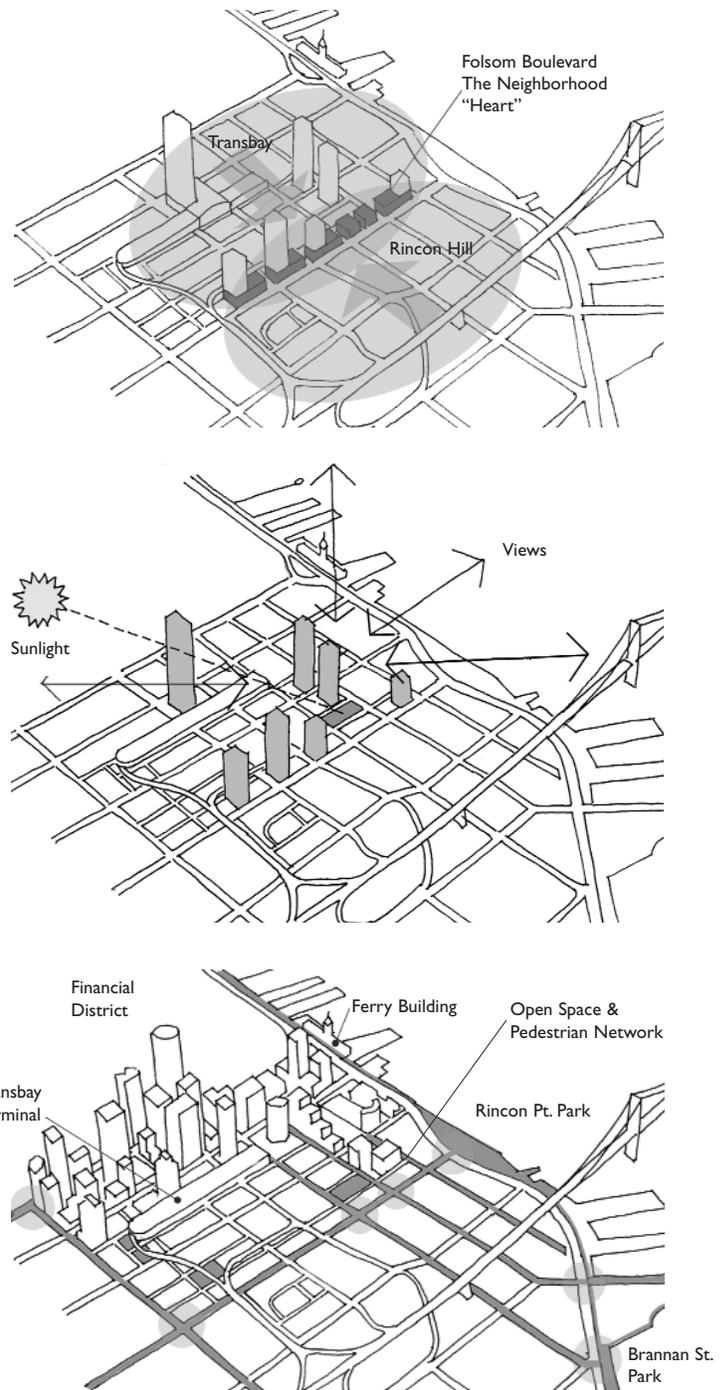
The Plan, the Development Controls and Design Guidelines, and the Planning Code are designed to guide development in the Project Area toward the vision contained in the Design for Development, and thus are the controlling documents for all development. The Development Controls and Design Guidelines supersede the Planning Code unless otherwise noted in this document. In the event of any conflict between the Development Controls and Design Guidelines and the Plan, the Plan shall control. The Design for Development is not a controlling document. The Redevelopment Agency (the “Agency”) may also enter into disposition and development agreements, loan agreements, grant agreements or other agreements related to development projects within the Project Area. Such agreements may contain additional controls and guidelines specific to the development site as well as design review and document approval procedures.



PLANNING GOALS

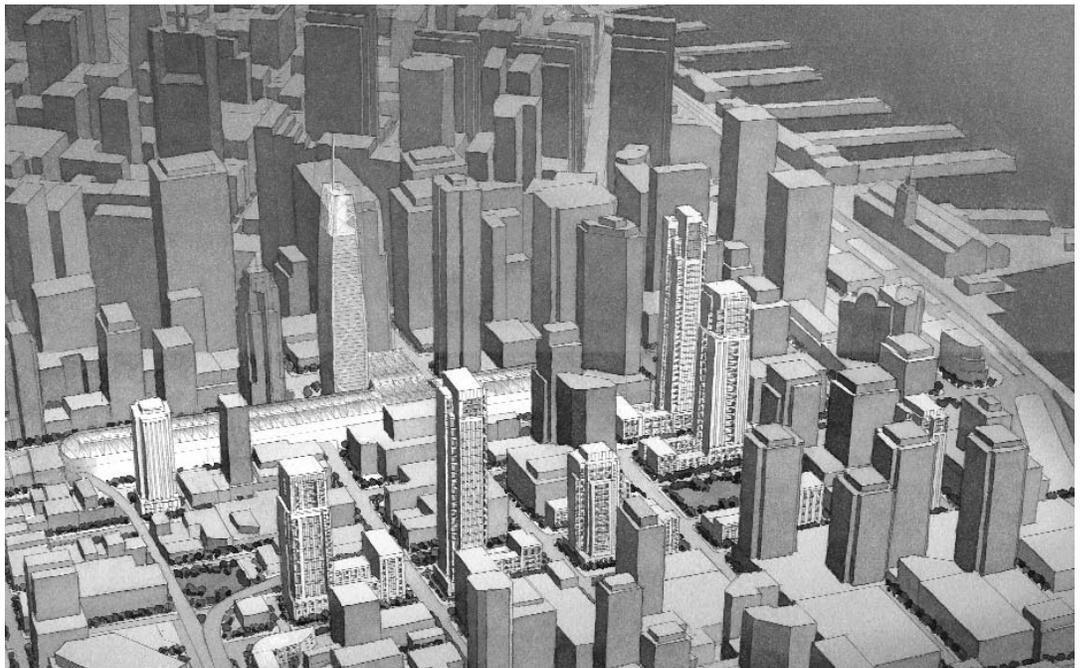
The following planning goals from the Redevelopment Plan were established in conjunction with the Transbay Citizens Advisory Committee and members of the community at large. The goals set forth the objectives that will direct the revitalization of the community. Together with the specific design standards and guidelines described in Chapters III and IV, these planning goals will guide the direction of all future development within the Project Area.

1. Develop a new downtown neighborhood to help address the city's and the region's housing crisis, support regional transit use, and provide financial support to the new Transbay Terminal and Caltrain Downtown Extension.
2. Establish the area as both a gateway to the central city and a unique transit-oriented neighborhood in San Francisco.
3. Create a livable urban community with prime access to downtown and the waterfront, and well-designed streets, open spaces and retail areas.
4. Enhance linkage between the new Transbay Terminal and the Financial District through visitor accommodations and commercial development that supports the new Terminal.
5. Create a pedestrian-oriented urban environment that encourages walking as a primary transportation mode within the Project Area.
6. Encourage the use of alternative modes of transportation by future area residents, workers, and visitors and support the new Transbay Terminal as a major transit hub while still providing local vehicular access.
7. Create a state of the art multi-modal transit facility that is an integral part of the surrounding commercial and residential neighborhood.





Aerial view of Transbay in 2003



Design for Development illustrative view

DOCUMENT ORGANIZATION

Chapter I contains the goals of the Plan and definitions of terms used in this document. Chapter II describes the land use (Zone One and Zone Two) within the Project Area. Chapter III consists of detailed development controls and design guidelines that apply to all private development within Zone One of the Project Area. Zone One contains extensive design regulations as it includes most of the publicly-owned parcels in the Project Area and is slated for the majority of new development activity. Chapter IV consists of development controls and design guidelines that apply within Zone Two along with the Planning Code.

Chapter III contains four sections of development regulations: A) Development Concept providing the overall urban design framework and regulations; B) Development Envelope detailing regulations that specify the boundaries and scale of development; C) General Development Controls and Design Guidelines describing specific design concepts that apply to all new development; and D) Building Type Development Controls and Design Guidelines describing design concepts that apply to certain parcels designated for specific building types.

Development controls are mandatory design specifications that are measurable. All new development must meet the criteria set by the development controls. Design guidelines, on the other hand, require subjective analysis of plans in order to determine compliance. Projects that are consistent with these guidelines will be implementing the goals and objectives for physical improvements in the area and thus will receive favorable consideration in the project proposal and design review processes.

DEFINITIONS OF TERMS

The following definitions apply to certain terms used in these Development Controls and Design Guidelines.

Accessory Parking – Parking facilities located on the premises and dependent upon the principal land use of a site.

Agency Commission – The governing body of the Redevelopment Agency of the City and County of San Francisco.

Articulation – Minor variations in the massing, setback, height, fenestration, or entrances to a building, which express a change across the elevation or facades of a building. Articulation may be expressed, among other things, as bay windows, porches, building modules, entrances, or eaves.

Awning – A lightweight structure attached to and supported by a building, projecting over the sidewalk, designed to provide weather protection for entryways and display windows.

Block Development Alternative – A variation to the parcel configuration to be exercised under certain prescribed conditions.

Building Envelope – The exterior dimensions — dictating the maximum dimensions of width, depth, height and bulk — within which a building may exist on a given site.

Curb Cut – A break in the street curb to provide vehicular access from the street surface to private or public property across a continuous sidewalk.

Curb Return Driveway – A break in the sidewalk to provide vehicular access from the street to private or public property. This requires a pedestrian to step down from the sidewalk onto the vehicular surface.

Design for Development – A document that establishes conceptual frameworks for land use, urban form, streets and public spaces in the Project Area.

Design Guidelines – Suggestions for building features or qualities to be considered in project designs, often requiring subjective analysis.

Development Controls – Mandatory and measurable design specifications applicable to all new construction.

Exception – A relaxation of certain development controls when a set of specific design guidelines are met.

Facade – The exterior surface of a building. For many parcels, the facade of interest is that surface that serves as the front of that building and faces a building's primary street. Buildings on the corner of two streets or a street and an alley present two public facades. Structures taller than neighboring buildings present multiple facades. All visible surfaces must be considered important for the urban design of the building. The roofscape can also be considered a facade.

Fenestration – Area of a building facade occupied by windows and doors.

Fin Sign – A sign projecting from the building wall over the sidewalk, visible from the street, also known as blade sign, that directs attention to a business, service or retail activity.

Floor Plate Aspect Ratio – The ratio of the short side plan dimension of the floor plate design to the long side plan dimension. A square floor plate would have an aspect ratio of 1:1.

Freestanding Sign – A sign in no part supported by a building.

Hardscape – The coverage of ground surfaces with constructed materials such as paving, walls, steps, decks, or furnishings.

Impervious Surfaces – An impermeable material, which prevents moisture percolation into the ground, and therefore sheds rainwater and residues onto streets and into stormwater sewers.

Liner Retail – Small retail spaces located along the perimeter of large retail areas.

Lot Frontage – The dimension of a lot along a primary street.

Modulation – Major variation in the massing, height, or setback of a building.

Name Plate – A small plaque or sign affixed flat to a wall of a building serving to designate the name and/or professional services of the occupant of space in the building.

Parcel – An area of land designated to contain a specific building type or land use within a development block.

Pervious Surface – Landscaping materials that allow a percentage of rainwater to percolate into the ground rather than run off into the stormwater system.

Roof Sign – A sign, or portion thereof, erected or painted on or over the roof of a building.

Setback – Open space provided between the property line and the primary built structure creating an expanded area along the sidewalk providing a transition between the street and private uses on the property. Setbacks may be required to be dedicated for public use or remain as private space between the public right-of-way and the building mass.

Space Efficient Parking – Off-street parking spaces that are not independently accessible via a standard parking stall and driveway design, but are instead accessed by mechanical lifts, valets, or other similar means.

Stoop – An outdoor entryway into residential units raised above the sidewalk level. Stoops may include steps leading to a small porch or landing at the level of the first floor of the unit.

Storefront – The facade of a retail space between the street grade and the ceiling of the first floor.

Streetscape and Public Open Space Plan – A set of standards and specifications for new public streets, alleys, rights-of-way, sidewalks, intersections, parks, plazas, playgrounds and other public improvements in the Project Area.

Street Wall – A continuous facade of a building and/or buildings along a street frontage.

Softscape – Landscaped areas dedicated to planted materials such as ground cover, annuals, perennials, shrubs and trees.

Sustainable Design – A multi-disciplinary design approach to balance environmental responsiveness, resource efficiency, and community context.

Solarium – A glass-enclosed porch or room.

Transparency – A characteristic of clear facade materials, such as glass, that provide an unhindered visual connection between the sidewalk and internal areas of the building.

Tower – A building over 90 feet tall with special design constraints applying to life/safety measures, structural support, wind, sunlight, and skyline impacts.

Tower Extension – The portion of a tower above the roof of the highest occupied floor used to screen rooftop elements and to enhance the tower design.

Townhouse – A distinct residential unit of two or more stories with direct access to the street. Townhouses may be either built as stand-alone projects or be embedded into a larger building.

Wall Sign – A sign painted directly on the wall or fixed flat against a facade of a building, parallel to the building wall and not projecting out from the facade more than the thickness of the sign cabinet.

LAND USE AND DENSITY

The objectives of the Transbay Redevelopment Plan are implemented through the following two land use areas that allow the creation of a new downtown neighborhood and the enhancement of the connection between the new Transbay Terminal and downtown San Francisco. The conceptual land use framework for the Project Area is described in the Design for Development. The specific permitted land uses are listed in the Redevelopment Plan. On page 11, Map 2 shows the land use zones. The land use zones shown on this map are:

Zone One (Transbay Downtown Residential) is a mixed-use, high-density residential district that also provides convenience goods and services to the immediately surrounding neighborhoods, as well as comparison shopping goods for a wider market.

Density: There is no maximum residential density for living units. In the case that the commercial land use alternative is applied on Block 5, as discussed on page 22, the bulk controls and maximum floor plate sizes for the commercial tower shall be consistent with the bulk limits permitted by Bulk District S in Sections 270 (Bulk Limits: Measurement) and 272 (Bulk Limits: Special Exceptions in C-3 Districts) of the San Francisco Planning Code, as amended from time to time, for the C-3-O District (Downtown Office).

Zone Two (Transbay C-3). As part of downtown San Francisco, this portion of Transbay is subject to the Planning Code requirements for downtown zoning districts, in addition to some additional requirements that are described further in Chapter IV.

Density: The applicable downtown C-3 zoning districts of the Planning Code set the development densities in Zone Two.

The Development Controls and Design Guidelines in this document refer to these land use zones.

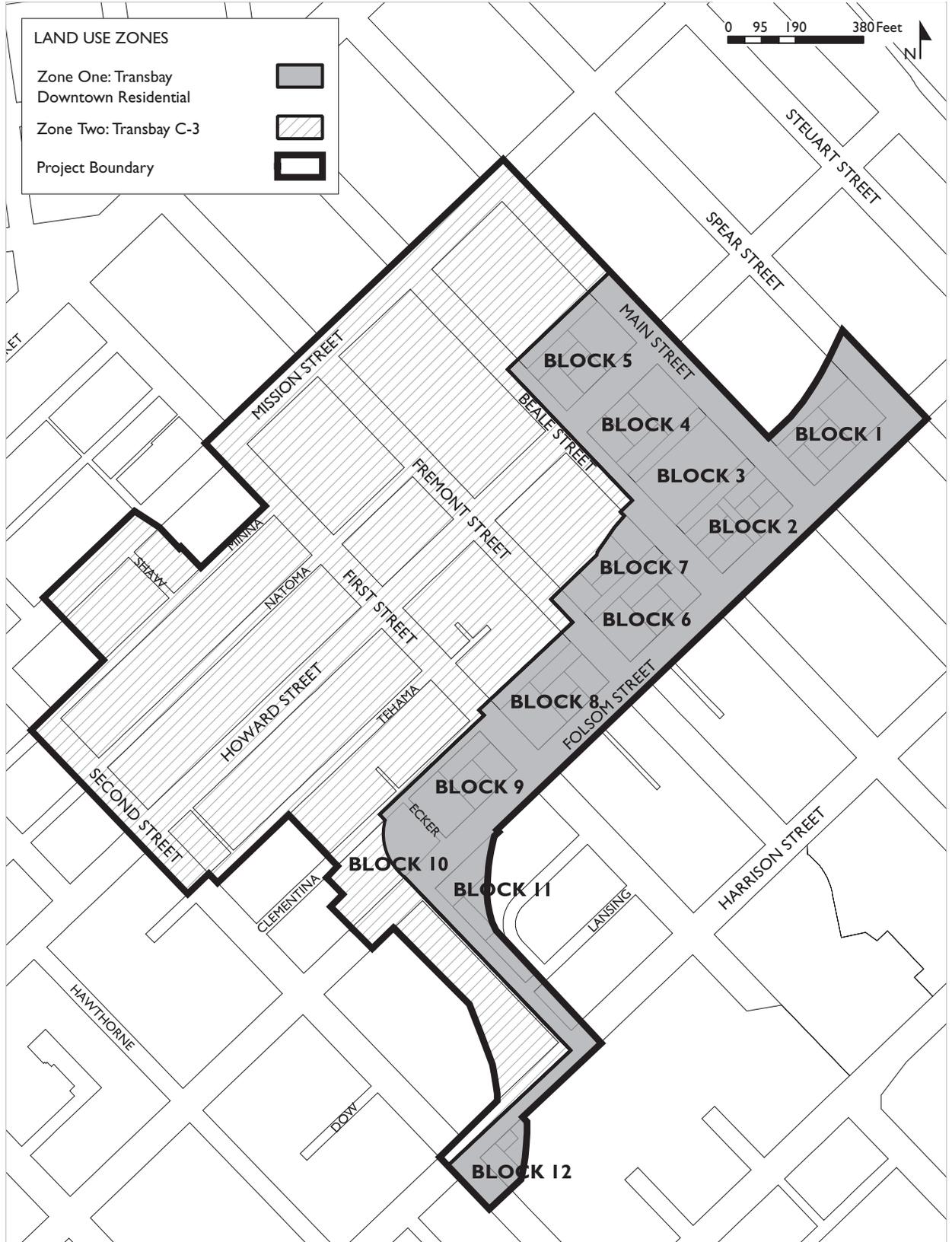


FIGURE I – ZONE ONE ILLUSTRATIVE PLAN



A. DEVELOPMENT CONCEPT

Zone One comprises parcels that were formerly occupied by portions of the Embarcadero Freeway and the Terminal Separator Structure that connected the Embarcadero Freeway to Interstate 80 until these structures were demolished after the 1989 Loma Prieta earthquake. The demolition of the freeway structures also left small, irregular parcels in the Project Area. The parcelization of Zone One, shown on the Parcel Dimensions Map (Map 3) on page 15, reflects the assembly of these small, irregular parcels and the remaining parcels into blocks and lots that are suitable for development. The development blocks in Zone One, illustrated in the Land Use Zones Map on page 11, are different from city assessor blocks.

The overall urban design concept is to allow no more than one high-rise tower on each development block complemented by mid-rise and townhouse-scaled development on the rest of the block. New alleys are to be created to provide better access to and around the development blocks. Along most of the frontages on public rights-of-way, projects are to provide residential or retail spaces with frequent entrances oriented toward the sidewalk. A shared open space area is to be created in the middle of each development block with visual connections to the street.

Each block contains several individual lots with various allowable building types and features of each block that are shared by multiple lots, namely the underground parking and central open space lots. In order to facilitate compliance with the parking and open space requirements of these Development Controls and Design Guidelines, each individual block in Zone One will be master planned and master developed. It is recommended that individual buildings on each block be designed by different architects.

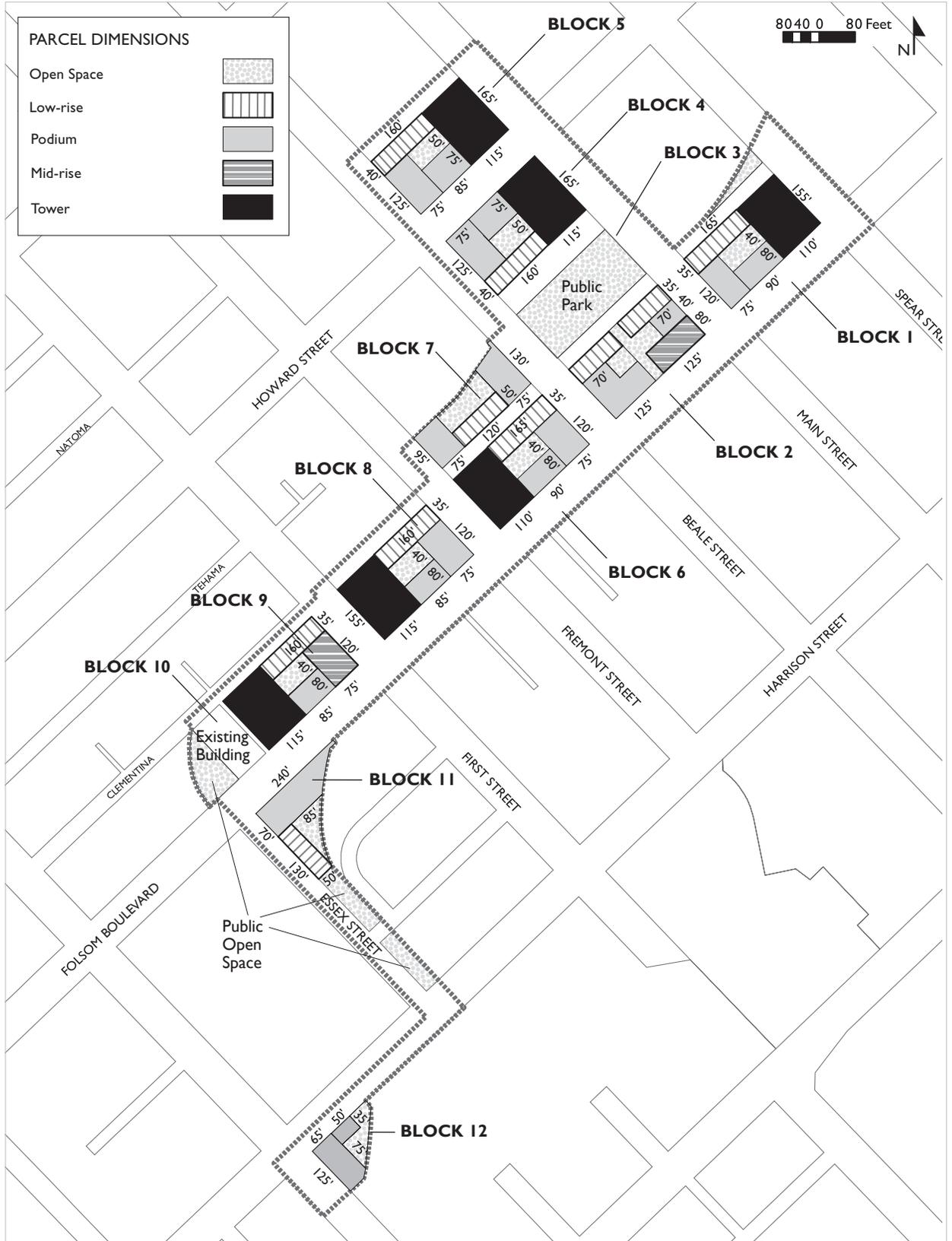
The Parcel Dimensions Map (Map 3) illustrates the parcelization of each block, according to building type. The recommended parcel dimensions are shown; however, given the constraints imposed by the block dimensions and required setbacks, the master plan for each block may amend the size and shape of the townhouse, podium, and mid-rise parcels, subject to Agency design review and approval. Alterations to

the open space parcel shall not decrease the area of usable shared open space on any block. Low-rise parcels may be made shallower or deeper but cannot be relocated. No changes shall be made to the location and dimensions of the tower parcels, except as provided in the land use alternatives discussed on page 22.

The contemplated master planning and development process will be more fully detailed in the Requests for Qualifications and Requests for Proposals that accompany the offering by the Agency of each individual block for development.

The Agency, in its sole discretion, may grant a variation from the design standards, development controls or the Planning Code where the enforcement would otherwise result in practical difficulties for development creating undue hardship for the property owner and constitute an unreasonable limitation beyond the intent of the Redevelopment Plan, the Planning Code, the Design for Development or the development controls. Upon written request for a variation by the owner of the property, which states fully the grounds of the application and the facts pertaining thereto, and upon the Agency's own further investigation, the Agency in its sole discretion may grant a variation from the development controls.

Variations from the Plan or the development controls shall only be granted because of unique physical constraints or other extraordinary circumstances applicable to the property. Granting a variation must be in harmony with the Redevelopment Plan, the Design for Development, and the Development Controls and Design Guidelines and shall not be materially detrimental to the public welfare or materially injurious to neighboring property or improvements in the vicinity. No variations shall be given for the maximum height and bulk regulations, or the maximum parking allowances. In granting any variation, the Agency shall specify the character and extent thereof, and may also prescribe such conditions as are necessary to secure the goals of the Plan, the Design for Development, and the Development Controls and Design Guidelines.

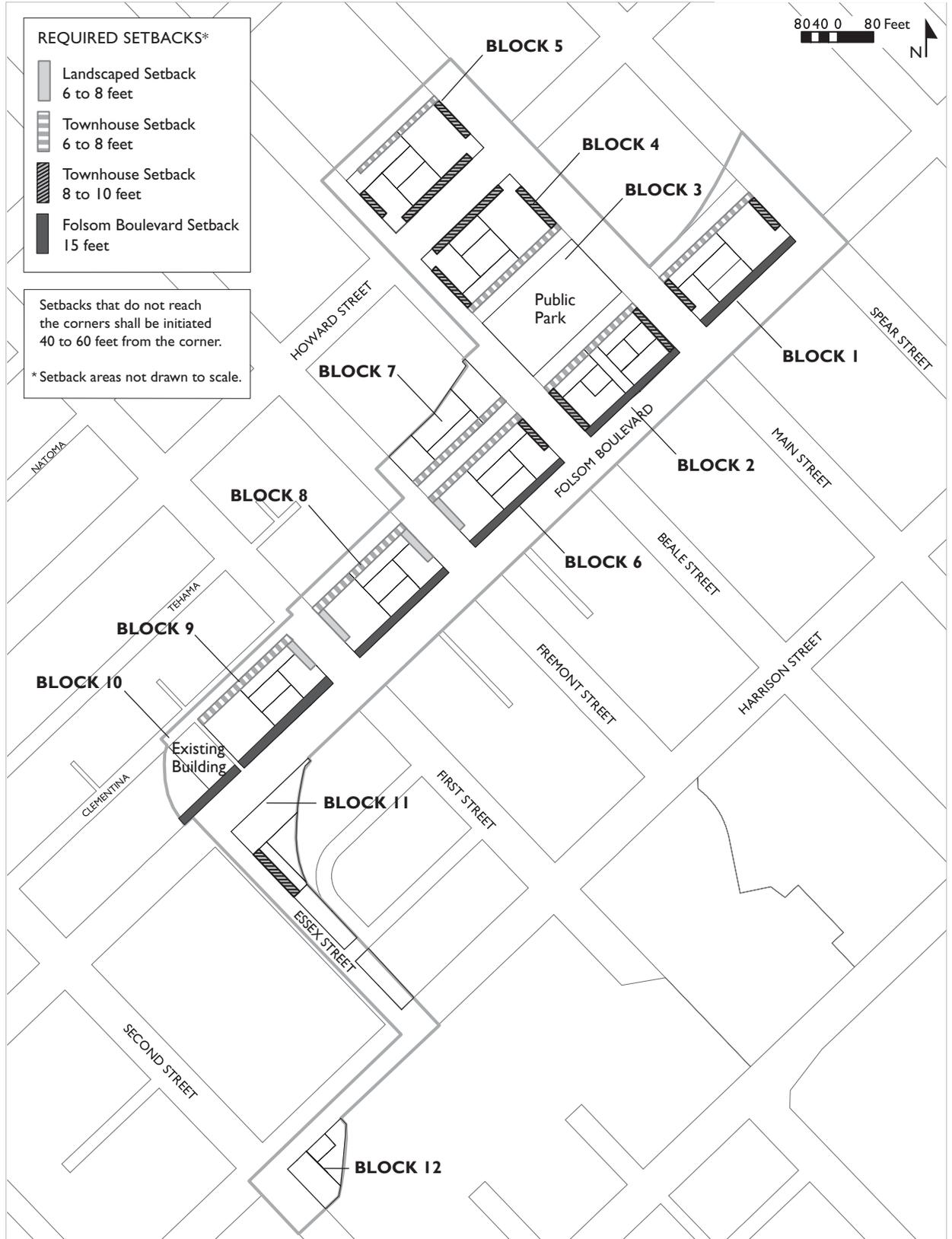


B. DEVELOPMENT ENVELOPE

The building masses in Zone One are crafted to create high-density development that preserves views from throughout the city and maintains access to sunlight from the street, sidewalks, open spaces, and the living units.

Setbacks

1. The development of every block must adhere to the required setbacks illustrated in the Required Setbacks Map (Map 4) on page 17. Where setbacks are not shown to reach all the way to the corners of street intersections, the setbacks shall begin no less than 40 feet and no more than 60 feet from those corners.
2. Along Folsom Boulevard a 15-foot setback is required in order to contribute to the design of Folsom Boulevard. This setback area will be open to the public as public space along Folsom but will remain part of the private development parcels. Thus, projects may use the space below street level for parking in accordance with the parking controls and guidelines and may make use of the ground floor sidewalk area in accordance with the ground floor retail controls and guidelines.
3. Along the length of Clementina, Tehama and Natoma Streets, a setback of 6 to 8 feet is required. Along portions of Beale, Main, Spear, Howard, and Essex Streets, a setback of 8 to 10 feet is required. These setbacks will be the frontage of townhouse units. The setback area is private open space designed to be a transition zone between the public sidewalk and the residential units and shall be designed in accordance with the townhouse and open space development controls and design guidelines. The setbacks in front of townhouse units along Blocks 5, 8, and 9 may be altered to reflect the block development exceptions described on page 22 if those constraining factors apply. The setback on Folsom shall remain unchanged.
4. Along First and Fremont Streets, projects must incorporate 6 to 8 foot setbacks. Buildings on these streets are not required to apply the townhouse stoop designs and front yard requirements used elsewhere in the district. However, buildings are still required to incorporate ground floor treatments that provide multiple residential entrances with interactive facades. The setback areas are required to be landscaped and designed as transition areas between the sidewalk and the residential units.
5. No rear yard setbacks are required except as dictated for building light and air needs, and fire and safety regulations. Any portions of development parcels that are not built upon shall be designed as open space contiguous with the shared open space parcel.



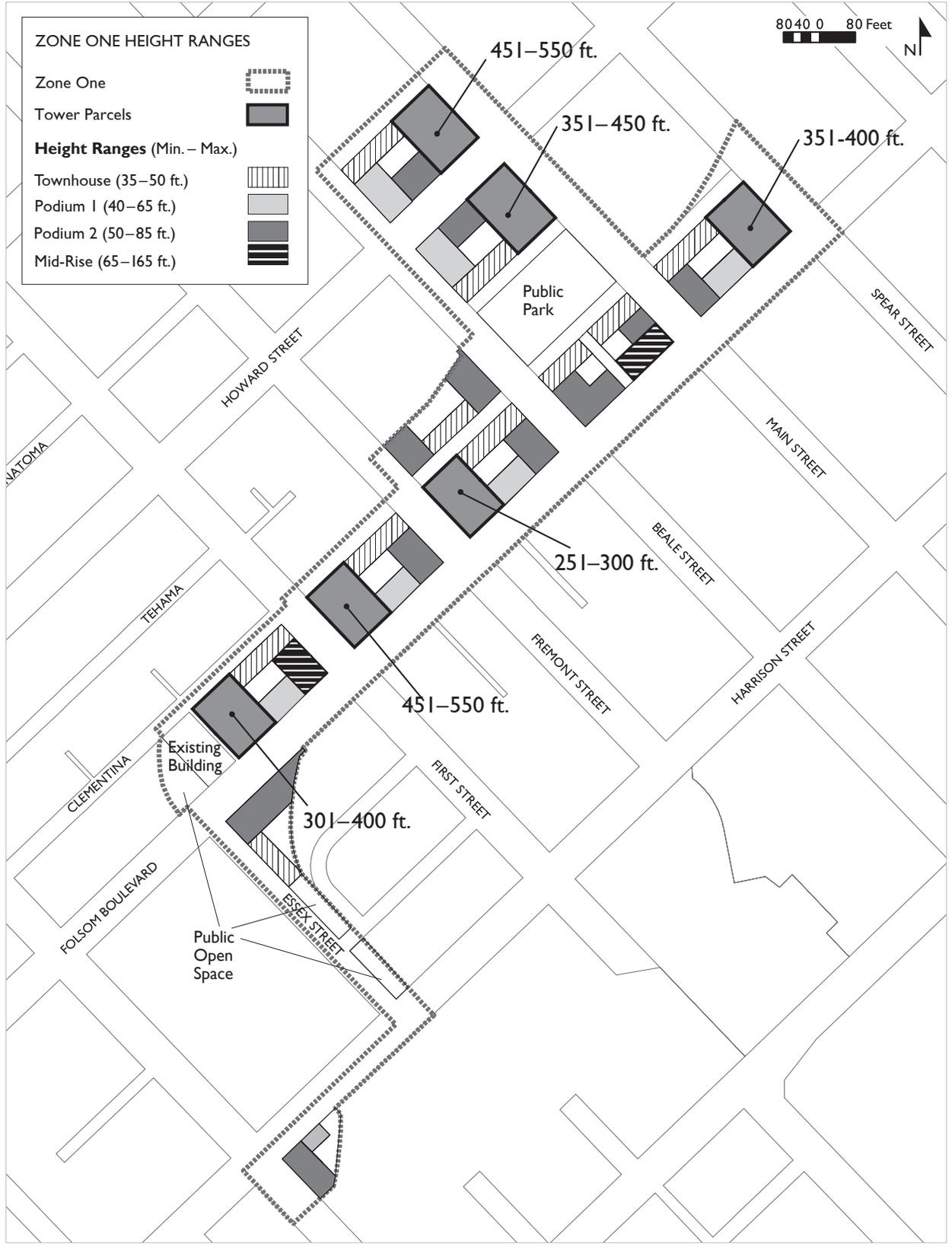
Building Height Ranges

1. Building heights within Zone One must conform to the Zone One Height Ranges Map (Map 5) on page 19. In order to ensure full use of the development opportunities in Transbay, the parcels within this district have both a minimum and a maximum height control. Non-tower parcels in this area fall under four distinct height ranges.
2. Tower parcels have been assigned very specific height ranges on the height map. The Design for Development determined appropriate placements and heights for each residential tower according to a set of criteria that included sunlight access for public space, preservation of views through the Project Area, contributions to cityscape, and skyline transitions between downtown, Rincon Hill, the South of Market district and the Embarcadero.
3. The height limits are to be measured from the average street grade elevation to the roof of the top occupied floor of each development and do not include rooftop elements such as mechanical equipment, facilities for rooftop open space, or structures for tower caps.
4. Towers may be extended an additional 10 percent of the allowed height for non-habitable architectural elements to screen mechanical equipment and to resolve the top of the tower design. Residential tower extensions must have an average cross section square footage not more than 66 percent of the square footage of the top occupied floor of the building.

TABLE 1—BUILDING HEIGHT RANGES

Parcel Typology*	Minimum Building Height	Maximum Building Height	Maximum Number of Floors
Townhouse	35 feet	50 feet	4
Podium 1	40 feet	65 feet	6
Podium 2	50 feet	85 feet	8
Mid-Rise	65 feet	165 feet	—

*Refer to Height Ranges Map for specific height ranges for each tower parcel.



Bulk Controls

1. Below 85 feet no bulk controls will apply to residential buildings, except for the regulated setbacks described above. Table 2 relates the residential bulk controls in relation to minimum and maximum permitted building heights. The bulk controls refer to the external plan dimensions of the building design but do not apply to non-enclosed outdoor porches or decks.
2. In order to maintain the slender appearance of residential towers, the floor plates of residential buildings above 85 feet must not exceed the maximum dimensions and floor plate aspect ratios listed below. The maximum plan dimension is a measure of the full length of the building mass, not a single wall segment. Together with the floor plate area and aspect ratio regulations, the bulk controls encourage point tower designs and/or major plane shifts in tower floor plans to create vertical articulation.
3. For residential towers above 500 feet in total height, the average floor plate of the portion of the tower above 350 feet must not exceed 12,000 square feet.
4. For commercial buildings in Zone One, the maximum floor plate sizes shall be those permitted by the Planning Code as it now exists or as it may be amended from time to time in the future for the C-3-O District (Downtown Office), including Section 270 (Bulk Limits: Measurement) and 272 (Bulk Limits: Special Exceptions in C-3 Districts).

FIGURE 2 – BULK CONTROLS

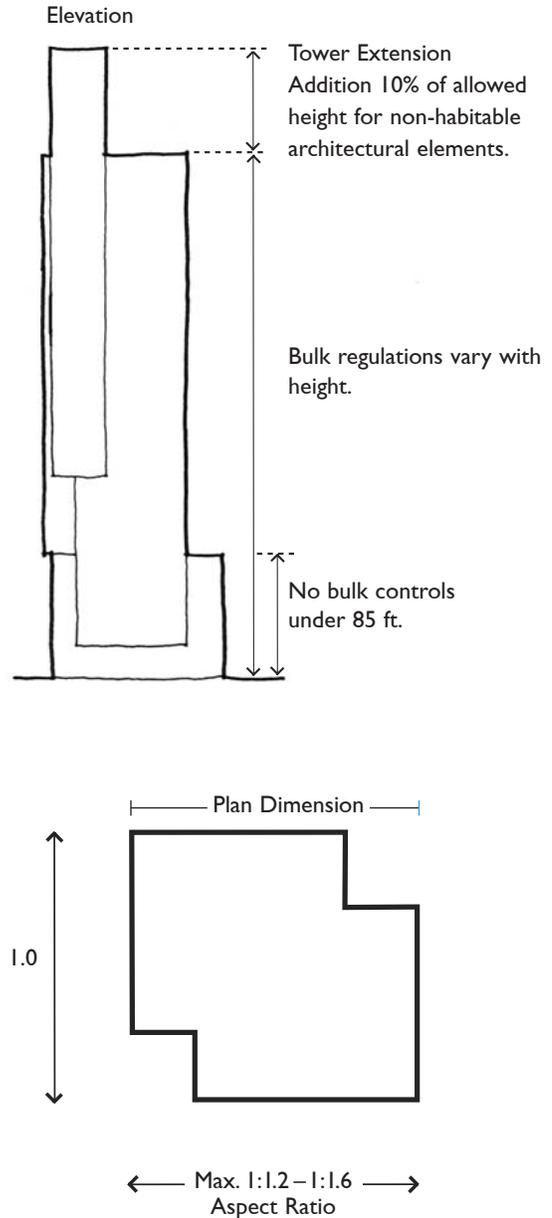


TABLE 2–BULK CONTROLS FOR RESIDENTIAL BUILDINGS

Building Height	Maximum Floor Plate	Maximum Plan Dimension	Maximum Floor Plate Aspect Ratio
85–250 feet	7,500 square feet	100 feet	1:1.6
251–300 feet	10,000 square feet	120 feet	1:1.4
301–350 feet	10,500 square feet	120 feet	1:1.4
351–400 feet	11,000 square feet	120 feet	1:1.3
401–450 feet	11,500 square feet	130 feet	1:1.2
451–500 feet	12,000 square feet	130 feet	1:1.2
501–550 feet	13,000 square feet*	130 feet	1:1.2

*The average floor plate above 350 feet must not exceed 12,000 square feet.

5. The residential bulk controls prescribed in this section have been carefully considered in relation to the objectives and policies for Zone One of the Transbay Redevelopment Project Area. The maximum average floor plate above 350 feet and the maximum plan dimension for residential towers with heights of 451–550 feet have been written to conform to the San Francisco Downtown Area Plan. There may be some exceptional cases in which the maximum average floor plate above 350 feet and the maximum plan dimension for residential towers with heights of 451–550 feet could be permitted to be exceeded. The Agency may approve exceptions to these two residential controls provided that the project sponsors demonstrate that all of the design guidelines for towers are incorporated into the tower design. In no case shall residential tower floor plates exceed 13,000 square feet or plan dimensions in excess of 140 feet.

Block Development Alternatives

Due to unresolved factors in the Project Area, three of the development blocks have alternative parcel configurations and thus different height district locations than described in the preceding building envelope discussion. The development pattern shown on Maps 3 and 5 is the preferred plan; however, the alternatives, which are shown in Figure 3, can be applied if specific conditions exist at the time of development. The alternative block patterns and the conditions triggering their application are described below.

Block 5 Alternatives

Block 5 has two alternative development scenarios. Either of these alternatives may be affected by the potential alignment for the underground railroad spur. One Block 5 development option, illustrated in Figure 3D, may be exercised if the Agency determines that economic conditions create a strong preference for commercial development over residential development. This alternative allows a commercial tower upon the southwestern portion of the block.

In its approval of a commercial tower on Block 5, the Agency shall apply standards on the tower parcel in Figure 3D based on the following Planning Code sections, as amended from time to time, to the extent that they are consistent with the Redevelopment Plan, including its Planning Goals and Objectives and requirements that exactions shall be paid to the Agency and benefit the Project Area:

Section 137. Modifications of Certain Plazas, Arcades and Sidewalks

Section 138. Privately-Owned Public Open Space Requirements in C-3 Districts as applied in C-3-O Districts; however, where the developer has reached agreement with the Transbay Joint Powers Authority (“TJPA”) to provide the required amount of open space on TJPA property, the Agency may modify the Section 138 requirements to accommodate the temporary use of the property by TJPA for activities related to the construction of the Transbay Transit Center.

Section 145.1(c)(4)(B) Street Frontages in Neighborhood Commercial, Residential-Commercial, Commercial, and Mixed-Use Districts - Controls – Ground Floor Ceiling Height.

Section 151.1. Schedule of Permitted Off-Street Parking Spaces in Specified Districts; however, the requirement for space devoted to off-street parking shall not exceed 3.5% of gross floor area, consistent with the standard for non-residential uses set forth in Table 151.1 of Section 151.1 of the San Francisco Planning Code, for the C-3-O(SD) District.

Section 152.1. Required Off-Street Freight Loading and Service Vehicle Spaces in C-3-O(SD)

Section 153(a)(6). Rules for Calculation of Required Spaces

Section 155. General Standards as to Location and

Arrangement of Off-Street Parking, Freight Loading and Service Vehicle Facilities as applied in C-3 Districts.

Section 155.1. Bicycle Parking: Definitions and Standards

Section 155.2. Bicycle Parking: Applicability and Requirements for Specific Uses

Section 155.4. Requirements for Shower Facilities and Lockers

Section 163. Transportation Management Programs and Transportation Brokerage Services in C-3 and South of Market Districts

Section 164. San Francisco Resident Placement and Training Program

Section 165. Child Care Plans and Child-Care Brokerage Services in C-3 Districts

Section 166. Car Sharing

Section 270. Bulk Limits: Measurement (Bulk District S)

Section 272. Bulk Limits: Special Exceptions in C-3 Districts.

Section 411. Transit Impact Development Fee.

Section 412. Downtown Park Fee

Section 413. Jobs-Housing Linkage Program; Housing Requirements for Large-Scale Development Projects

Section 414. Child-Care Requirements for Office and Hotel Development Projects

Section 427. Payment in Cases of Variance or Exception for Required Open Space

Section 429. Artworks, Options to Meet Public Art Fee Requirement, Recognition of Architect and Artists, and Requirements in C-3 Districts

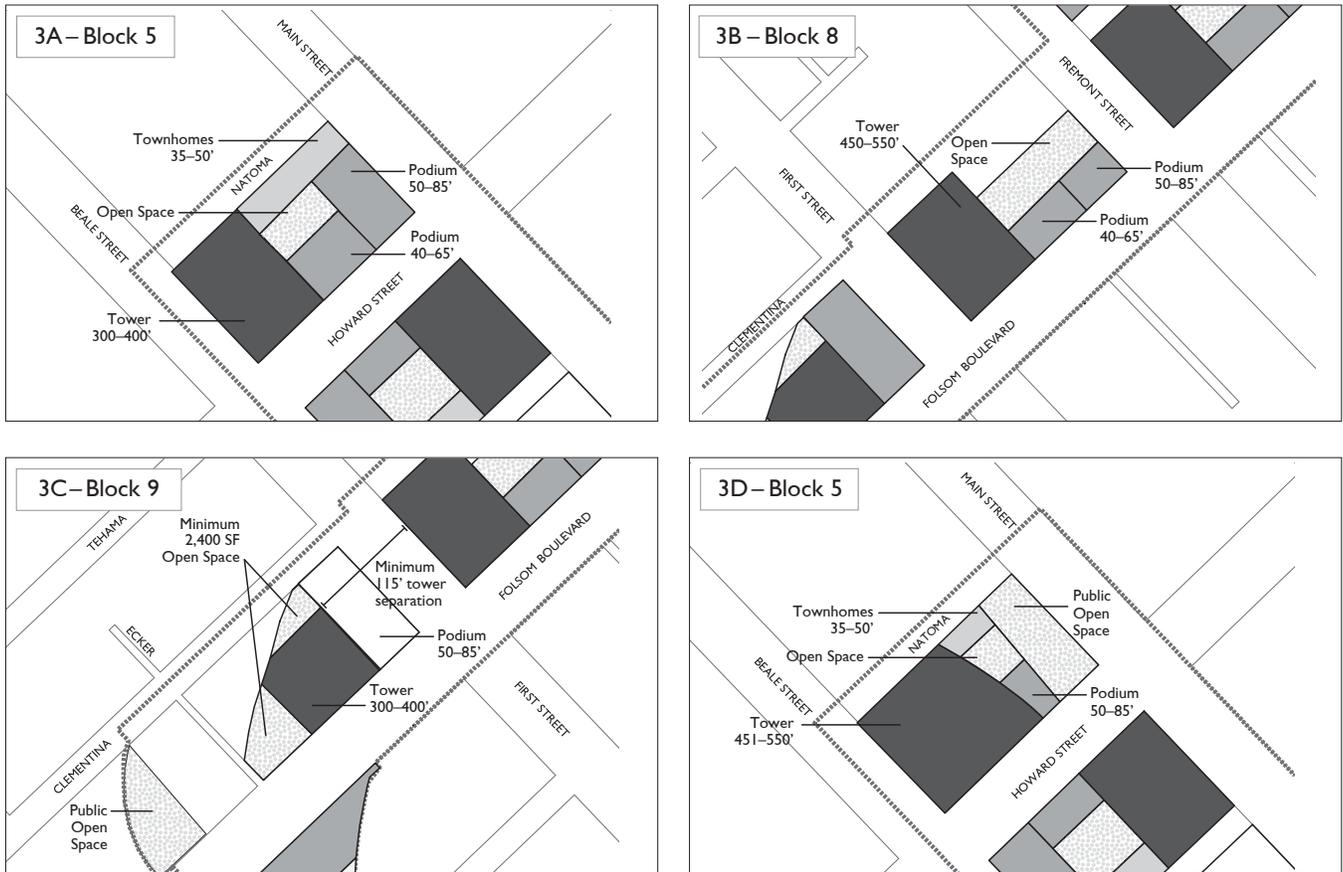
Since the Agency shall apply development standards based on the Planning Code sections above to the tower parcel in Figure 3D, the following sections and controls of these *Development Controls and Design Guidelines for the Transbay Redevelopment Project* shall therefore not apply to that parcel:

Section B: Development Envelope – Setbacks and Bulk Controls

Section C: General Controls and Guidelines – Ground Floor Commercial Design *Development Controls 7 and 8*, Parking, and Open Space

The second alternative for Block 5, illustrated in Figure 3A, applies if a development proposal maintains the residential land use but determines through additional site planning and urban design analysis that the residential tower would be better placed upon the southwestern portion of the block.

FIGURE 3 – BLOCK DEVELOPMENT ALTERNATIVES



Block 8 Alternative

may need to be reconfigured if the Fremont Street off ramp from the Bay Bridge is designed with a curved alignment to intersect with Folsom Boulevard. The alternative block configuration shown in Figure 3B would eliminate portions of Clementina Street and the potential for townhouse development along the northwestern portion of the block.

Block 9 Alternative

may be constrained by residential development on a portion of the block not under public ownership. The potential constraints are shown in Figure 3C. Alternative building configurations will be considered given this constraint, but block designs must ensure that at least 2,400 square feet of shared open space is built to function as the open space parcel for the block. Any proposed tower site must maintain a 115-foot minimum tower separation from other buildings above 85 feet in the area.

C. GENERAL CONTROLS AND GUIDELINES

Overall Building Design

New buildings in the district shall become models for future urban development creating a high-density pedestrian-oriented neighborhood, incorporating sustainable design principles.

Development Controls

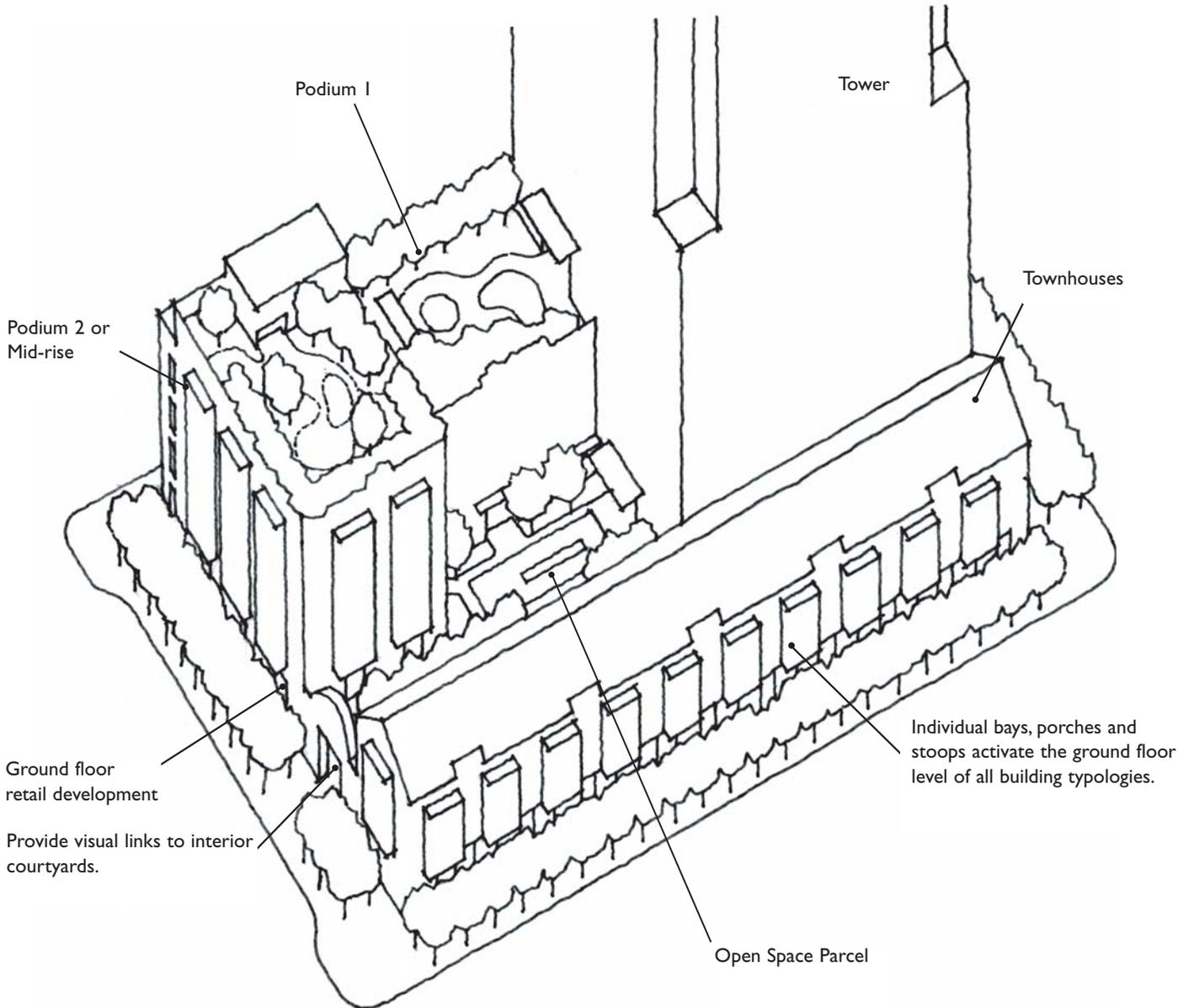
1. Each building on a development block shall be designed with individual facade characteristics that distinguish it from neighboring structures. Additionally, buildings with facade lengths greater than 100 feet along a side shall use modulation and facade articulation to create a finer grained street wall.
2. Along all townhouse setback frontages, buildings are to be designed with individually accessible residential units. These units must conform to the standards described in the Building Type Development Controls and Design Guidelines.
3. Ground floor commercial spaces are required along the Folsom Boulevard frontage, along the retail mews of Block 2, and at the corners of buildings on Howard Street. These commercial spaces must conform to the general standards and guidelines for ground floor retail development below.
4. Building designs should provide at least one break in the street wall per block to provide physical access for residents and visual access for the public to the private open space from the street.
5. In order to create a cohesive public realm and pedestrian environment throughout the district, project sponsors must ensure that their building designs are compatible with and contribute to the Streetscape and Public Open Space Plan.
6. All residential dwelling units are required to have primary exposure to a street, an alley or the central open space of the block.
7. All residential and commercial buildings are required to create facilities for recycling operations. All garbage and recycling facilities must be placed fully within the building and shall not be visible from the public right-of-way.

8. All projects are encouraged to use the Leadership in Energy and Environmental Design (LEED) standards throughout the building design process. Buildings must be designed to meet or exceed the sustainability standards as specified in the San Francisco Green Building Code and the City of San Francisco Department of Building Inspection Administrative Bulletin No. AB-093, as amended from time to time. Building designs should be reviewed by a LEED certified professional.

Design Guidelines

1. Prominent entrance lobbies should be designed as the primary access to upper floor residential units. From the street, these entry lobbies should provide visual interest, orientation, and a sense of invitation. Townhouse units will have direct access to the sidewalk in addition to the lobby, and should be oriented toward the street.
2. Exit door alcoves on the sidewalk are discouraged when they do not share space with any active public surveillance such as primary entrances or store windows.
3. Garbage / recycling facilities and other utility services are to be provided for all buildings in a location that balances residential access, convenient pick-up and maintenance, and screening of visual impact from the street.
4. All retail establishments and residential units should be designed with operable windows to allow for natural ventilation of indoor areas.
5. Space for the location of ducts, exhaust pipes and other appurtenances associated with commercial uses adjacent to the open space parcels should be integrated into the building. No ducts or exhaust pipes should encroach within areas designated for open space.

FIGURE 4 – BLOCK DESIGN AND BUILDING TYPOLOGIES



Ground Floor Commercial Design

Ground floor commercial street frontages should primarily define a comfortable and interesting pedestrian environment and support active and attractive ground floor uses, to contribute to a viable residential community.

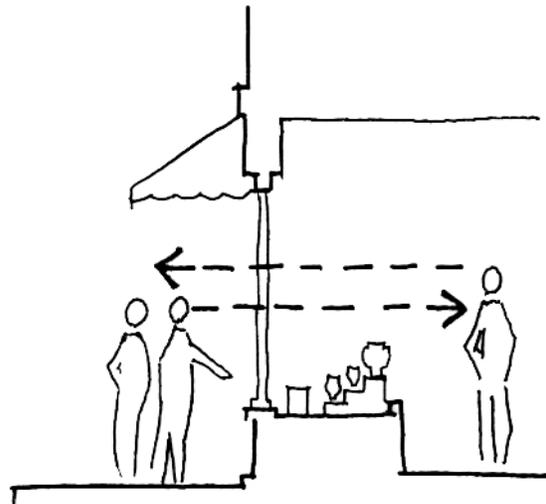
Development Controls

1. Ground floor retail and other commercial uses must be physically and visually oriented towards a public sidewalk.
2. All retail entrances must meet the sidewalk at grade. Raised or sunken entryways are prohibited.
3. The setback area along Folsom Boulevard is required to be at grade with the sidewalk to create one continuous pedestrian area.
4. All retail storefront portions of buildings must be fenestrated for at least 60 percent of the storefront area. At least 75 percent of the window and door surfaces must be transparent.
5. Transparent window materials must be used at and near the street level to allow maximum visual interaction between sidewalk areas and the interior of commercial space. The use of dark or mirrored glass is not permitted. Shading can be created architecturally through the use of recesses or awnings.

6. In order to make commercially viable spaces, the minimum depth of any retail space shall be 30 feet. Exceptions may be made for liner retail designed to wrap around larger floor plate retailers.
7. Ground floor commercial spaces must have at least 15-foot floor to floor heights.
8. Retail bays must be created every 25 to 35 feet to allow multiple storefronts, even if initial retail tenants occupy more than one bay.

(Continues on page 28)

FIGURE 5 –TRANSPARENCY REQUIREMENTS



Ground Floor Facade Requirements:

- Orientation towards a public sidewalk
- 60% fenestration with at least 75% transparency

FIGURE 6 – GROUND FLOOR COMMERCIAL DESIGN

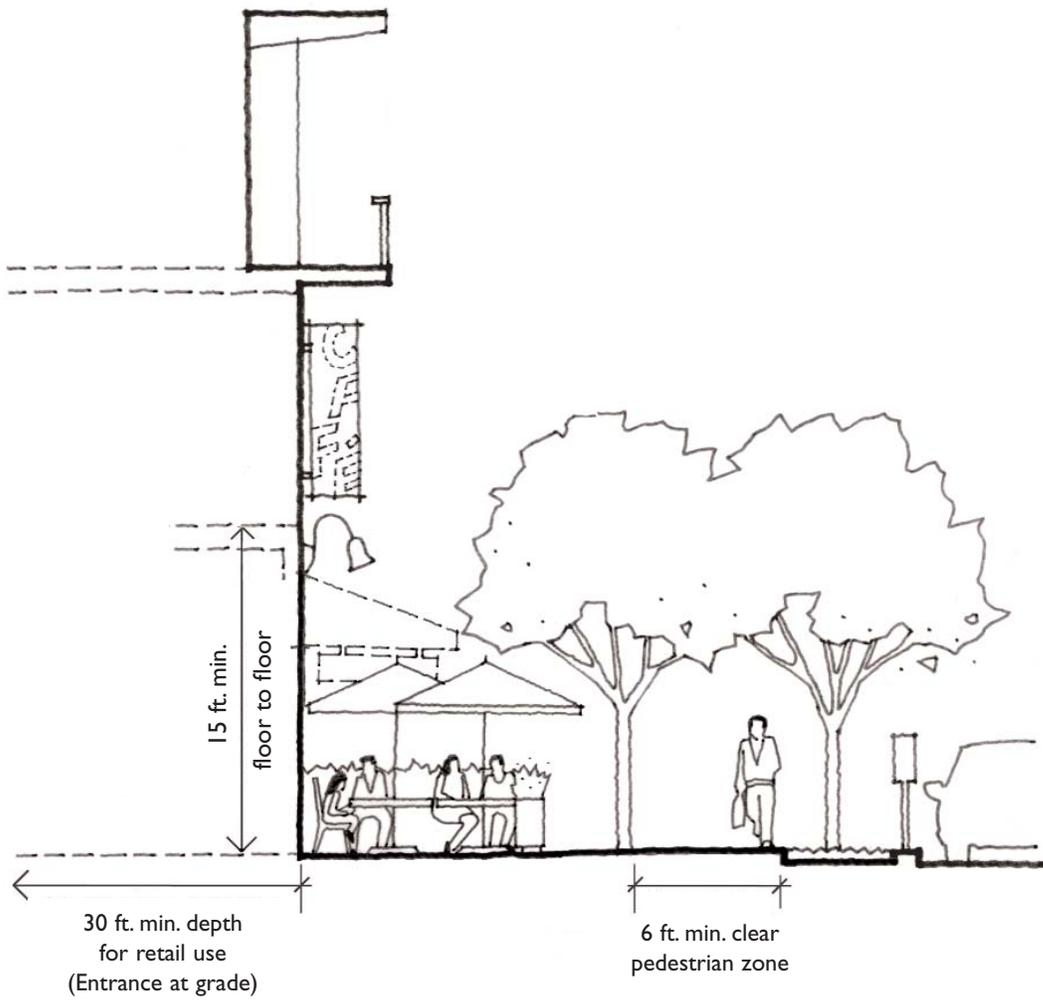
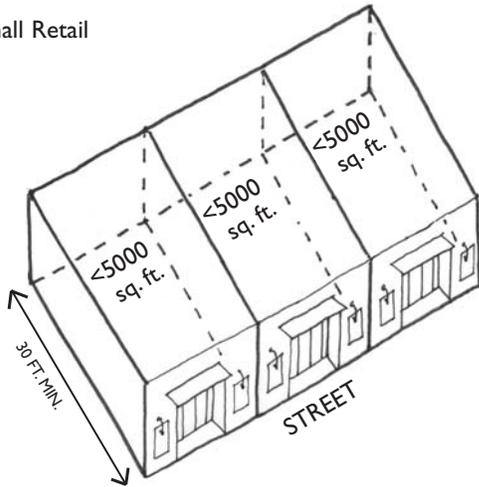


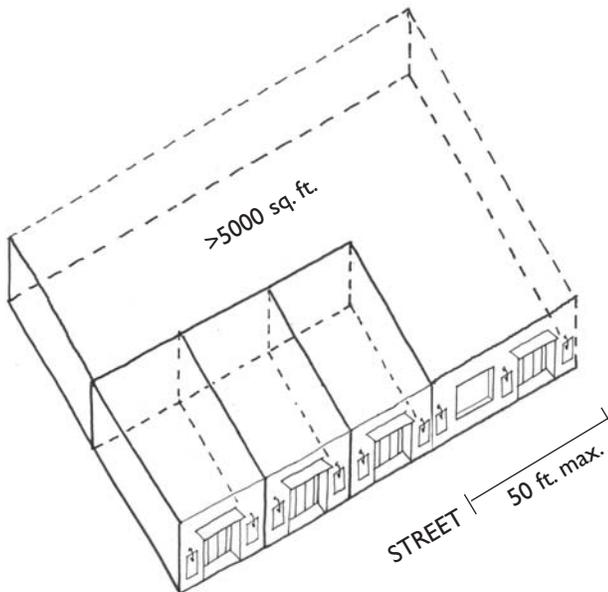
FIGURE 7 – RETAIL FLOOR PLATES AND DESIGN CONTROLS

7A – Small Retail



Smaller retail spaces create frequent entrances and display windows.

7B – Liner Retail

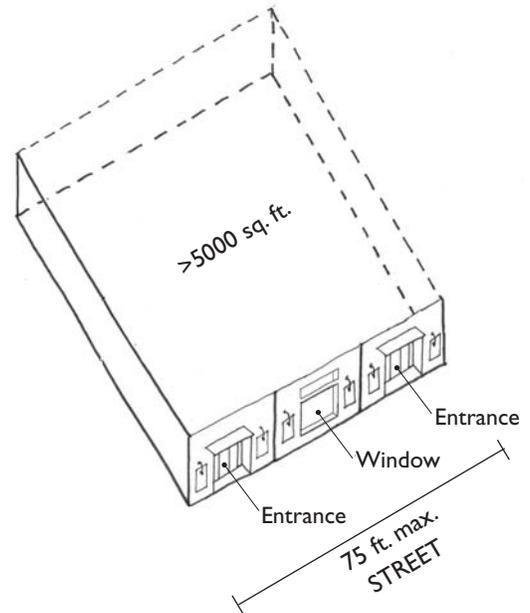


Larger retail floor plates must be fronted by multiple entrances or wrapped by smaller retail space.

9. No single tenant may occupy more than 5,000 square feet (Figure 7A). Exceptions for retail spaces larger than 5,000 square feet may be granted by the Agency to projects that provide articulated storefronts with multiple entryways by one of the following two methods:

- Larger floor plate use is wrapped by other commercial spaces such that no more than 50 linear feet of one street frontage is occupied by a single commercial space (Figure 7B), or
- Facade has multiple entrances and is highly transparent with windows into the retail area and interactive for pedestrians with frequent sidewalk displays, with a maximum single storefront length of 75 feet (Figure 7C).

7C – Transparent Storefront



Design Guidelines

1. All buildings on Folsom and Howard Streets should place a prominent retail use at the corner(s).
2. Retail and other commercial spaces shall be expressed with facade treatments that are scaled to human activity on the street. Lower levels of the building shall be treated with changes in materials, cornice lines, or changes in fenestration scaled to create a comfortable pedestrian zone.
3. Commercial and storefront entrances should be easily identifiable and distinguishable from residential entrances. Recessed doorways, awnings, transparencies, changes in color or materials, and/or alternative paving are encouraged to identify and enhance retail entrances.
4. Blank walls at the ground floor are to be minimized. Frontages used for utilities, storage, and services should be minimized and integrated into the overall articulation and fenestration of the facade by continuing design elements across these areas or by otherwise enhancing the visual interest of the service areas for pedestrians.
5. If a building's design results in recessed ground floor uses to accommodate arcades or overhangs, public surveillance should be provided in order to minimize dead corners or other unmonitored areas along the sidewalk.
6. Developers are encouraged to install a flexible retail shell with utility cores for various tenant uses. Accommodations should be made for the future installation of tenant improvements such as restaurant vents, electrical, network wiring, plumbing and gas.
7. Tenant improvements of retail spaces should maintain the transparency of the storefront; this may be achieved with the placement of public areas of the proposed use adjacent to the facade and by avoiding the use of shades or curtains that may compromise visibility out of the space.

Parking

The parking requirements in a transit-rich downtown neighborhood are less than in other parts of the city, and project sponsors are encouraged to minimize the number of spaces provided. Every effort must be made to reduce the impact of parking and loading facilities on the quality of the public street environment.

Development Controls

1. There is no minimum off-street parking requirement for any use within Zone One. Projects may not exceed the maximum number of parking spaces listed in Table 3. If maximum parking allowances are established for adjacent downtown zoning districts then action reducing these parking ratio maximums shall be considered by the Agency.
2. Multiple developments within the same block shall share one parking facility to maximize efficiency and minimize curb cuts. A development block may have a maximum of one entrance lane and one exit lane to and from parking areas. One additional parking entrance/exit is permitted if combined with a building’s loading or service access.
3. All off-street parking must be located entirely below street grade with two exceptions:
 - On Block 5, parking facilities may be placed above ground if underground railroad easements make underground parking infeasible. Any above ground parking structure must be set back from the sidewalk 30 feet and be completely wrapped with active uses.
 - Because of significant grade changes on Block 9, portions of the parking may emerge above grade on the alley side of the block. However, parking must be built below the street

grade of Folsom Boulevard, and any portions above grade must be entirely wrapped by active uses. No portion of the parking structure besides the entry and exit shall be visible from any public right-of-way.

- All above ground, off-street parking for residential projects in excess of 1 parking space per 2 housing units must be designed as space efficient parking facilities.
4. No parking shall be used as commuter parking. Any parking facility must follow the standards of Planning Code Section 155(g) for C-3 districts.
 5. For each 25 off-street parking spaces provided, at least one such space shall be designed and designated for handicapped persons.
 6. In order to support alternatives to vehicle ownership, project sponsors must ensure that at least 2 spaces per garage are made available at no cost to car sharing or site-based car rental programs. Up to 5 of these spaces are not counted toward maximum parking space ratios. In the event that no car sharing or site-based car rental organization is prepared to offer services, the designated car share or site-based car rental spaces may be rented on a monthly basis for residential use unless and until an organization agrees to provide the services. Project sponsors must provide documentation that such parking spaces were offered to car sharing or site-based car rental organizations.
 7. Project sponsors must ensure that parking will be sold or rented separately from residential units and commercial spaces into perpetuity.

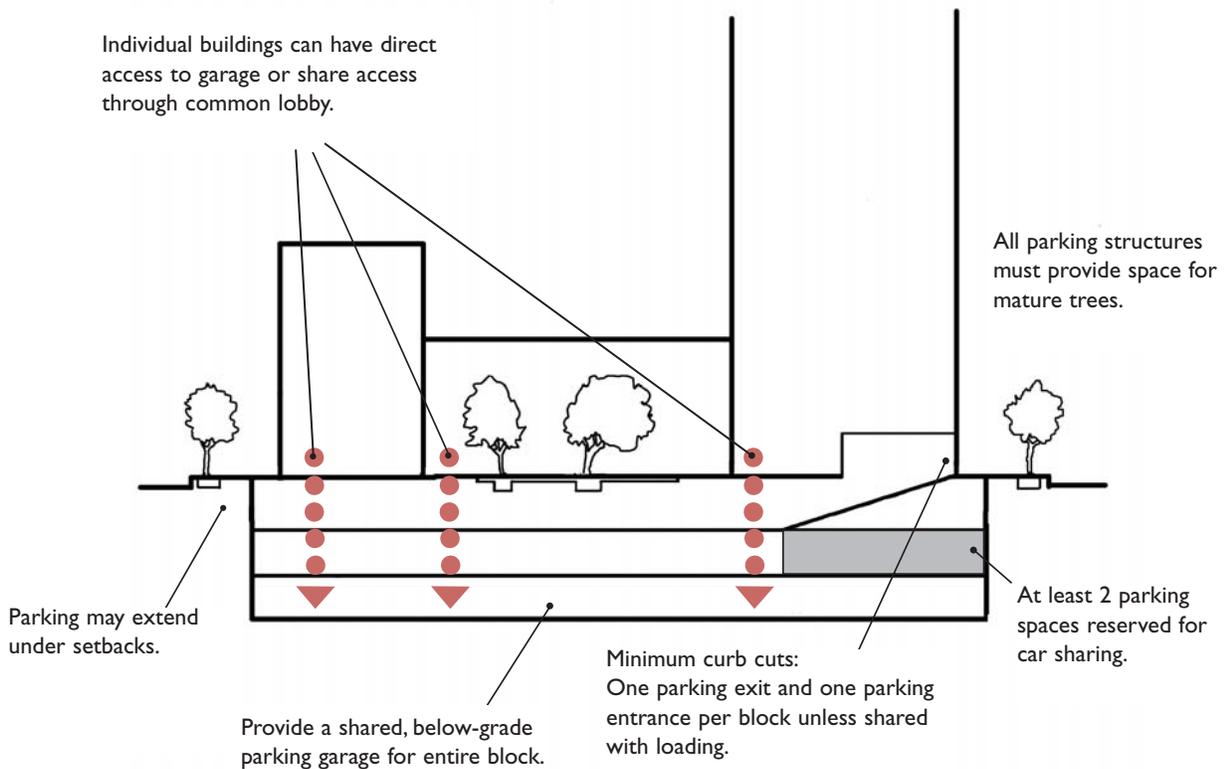
TABLE 3 – MAXIMUM PARKING RATIOS

Use	Maximum Number of Parking Spaces*
Residential	Maximum of one parking space for each housing unit.
Office	Maximum of one parking space for every 5,000 gross square feet.
Hotel	Maximum of one parking space per 16 guest rooms.
Retail	Maximum of one parking space per 1,500 gross square feet.

*If maximum parking allowances are established for adjacent downtown zoning districts then action reducing these parking ratio maximums shall be considered by the Agency.

8. Regardless of the development intensity proposed, every garage shall have a minimum of 12 secure bicycle parking spaces. For residential uses, 1 additional bicycle parking space is required for every 4 residential units, except in senior housing developments. For non-residential uses, 1 additional bicycle parking space is required for every 10 automobile parking spaces provided. If no parking garage is constructed, secure bike parking is still required.
9. No curb cuts are permitted on Folsom Boulevard. No curb return driveways are permitted along any street or alley frontage.
10. Off-street parking entrances and exits shall have a maximum linear width of 11 feet parallel to the street if accommodating one direction of travel and a maximum linear width of 24 feet parallel to the street if accommodating both an exit and entrance at one opening. Entrances and/or exits that are shared with loading and service access may be 12 feet wide.
11. Standard parking spaces will not exceed 160 square feet unless they are used for handicap parking or efficient parking designs such as mechanical lifts. There are no minimum dimension requirements for parking spaces nor are spaces required to be independently accessible.

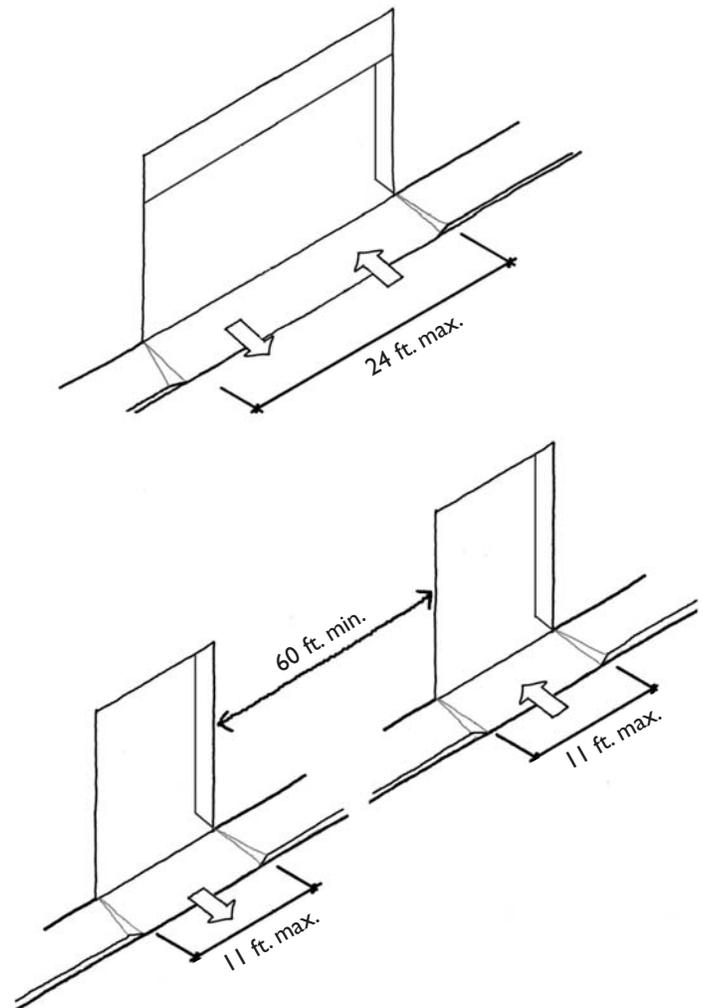
FIGURE 8 – SHARED PARKING CONCEPT



Design Guidelines

1. Individual parking spaces are not required to be independently accessible. Mechanical lifts, valet parking, and other methods of reducing square footage dedicated to parked vehicles are encouraged.
2. Parking built completely below grade may be extended to the property line under setback areas provided it does not hinder the landscaping along sidewalks or within the setback. Design must include tree wells for mature street trees.
3. Curb cuts should be spaced and arranged to maximize on-street parking and minimize sidewalk interruptions, breaks in retail frontage, interruptions to transit, impact on streetscape designs, and conflicts with cyclists.
4. Separate entrance and exit driveways should be spaced at least 60 feet apart in order to re-establish retail or residential facades and continue the rhythm of street trees and on-street parking.
5. The project design should minimize the visual impact of parking entrances and exits to the building's facade.
6. Curb-side loading zones should be considered for drop-off access to projects including childcare, education or entertainment facilities. Porte-cocheres are not permitted.
7. Residential buildings should not place restrictions on tenants bringing bicycles into their units. Storage space inside a unit does not, however, relieve projects from bicycle parking requirements.

FIGURE 9 – PARKING ACCESS STANDARDS



Loading and Tour Buses

Development Controls

1. The number of off-street loading or tour bus spaces required for uses within Transbay are prescribed in the table below. For multi-parcel developments, loading spaces can be aggregated. A lower ratio may be established by the Agency based on a development-specific loading scenario.
2. Individual off-street loading spaces shall have a maximum width of 10 feet and a minimum vertical clearance of 14 feet.
3. Off-street loading areas shall not be accessed from Folsom Boulevard.
4. Each block length facing a street or alley may have a maximum of one curb cut for loading and service.
5. Off-street loading entrances are restricted to a maximum linear width of 12 feet for combined entrance and exit areas.

6. Off-street loading areas shall be enclosed within structures and out of view from pedestrian areas.
7. Individual tour bus spaces shall be no more than 9 feet wide by 45 feet long by 14 feet high. Spaces for tour buses can be provided at adjacent curbs or in the immediate vicinity provided that they do not cause substantial adverse effects on pedestrian circulation, transit operations, or general traffic circulation.

Design Guidelines

1. Where feasible, multiple buildings within the same block should share off-street loading facilities and service areas.
2. Off-street loading entrances and exits should be combined with automobile parking access where possible.
3. Loading and service areas that are separated from vehicular parking access should have doors that are opaque and attractively designed.

TABLE 4 – MINIMUM LOADING SPACES

Use	Minimum Number of Loading Spaces	Gross Floor Area sq. ft.
Office	0	0 to 100,000
	1	100,001 to 200,000
	2	200,001 to 500,000
	3	Over 500,000
Residential & Hotels	0	0 to 100,000
	1	100,001 to 500,000
	2	Over 500,000
Retail	0	0 to 10,000
	1	10,001 to 60,000
	2	Over 60,000
Use	Minimum Number of Tour Bus Spaces	Number of Guest Rooms
Hotel	0	0 to 200
	1	201 to 350
	2	351 to 500

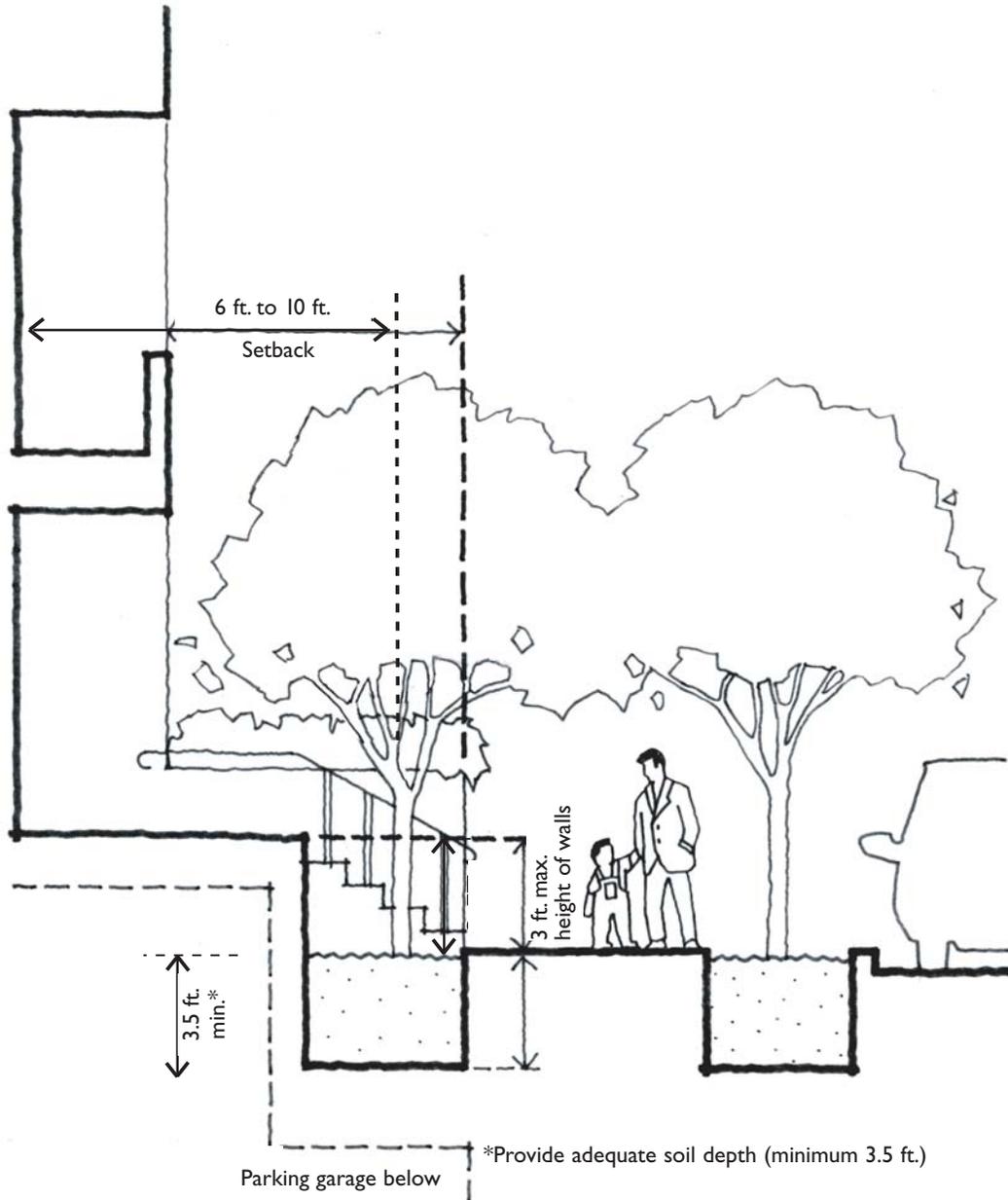
Open Space

High quality, usable, and accessible private open space for residents and their guests is an important amenity contributing to the livability of a dense urban environment.

Development Controls

1. Open space parcels are to be reserved as shared open space for use by adjacent residential parcels. The master plan for each block must provide for the design, construction, and maintenance of the shared open space parcel. This area must be accessible to all residential units on the development block. A portion of an open space parcel may be reserved for childcare facilities.
2. Each unit shall have access to the open space parcel from within the building. Residents shall not have to exit a building and travel on the public sidewalk to reach the semi-private open space parcel within their block.
3. At least 40 percent of the shared open space parcel must be softscaped.
4. Underground parking structures may be built beneath the street level of private open space parcels provided adequate soil depth is provided for landscaping. A minimum of 3.5 feet of soil must be provided wherever there are tree plantings. All landscaped areas must provide adequate drainage for planting.
5. In order to accommodate building design features, neighboring buildings on the same block may build on a minimal amount of the open space parcel if an equal amount of open space area is created on the neighboring parcels such that there is no net loss of usable open space for the block.
6. Along Folsom Boulevard, the first floor of an open space lot can be used as an expansion area of an adjacent commercial use, provided easily accessible open space meeting these design controls is created on the roof of this commercial structure at the second floor.
7. The master plan for each block must ensure that, in addition to the open space parcel, 16 square feet of open space per residential unit on the block is built into the various building types. This open space requirement can be met through any combination of private or shared open space for residential buildings including: front yards, individual porches, shared rooftop gardens, shared or private podium level decks, shared solariums, or additional landscaped areas contiguous with the open space parcel.
8. Any area credited as shared open space shall be at least 15 feet in every horizontal dimension and shall have a minimum area of 300 square feet. Shared open space, with the exception of solariums in towers, must be open to the sky. Only those projections such as balconies, bay windows, and decorative features allowed in Planning Code Section 136 (c)(1), (2), (3), (4), and (5), are permitted above credited open space.
9. Towers may include private rooms or community rooms designed as solariums for private or shared open space, respectively. This area may be credited towards the open space requirement if such area is exposed to sun through openings or clear glazing on not less than 50 percent of its perimeter, and not less than 25 percent of the perimeter can be opened to the air.
10. The minimum plan dimension of any area qualifying for the private open space requirement is 4 feet, and the minimum plan area of any qualifying open space is 36 feet.
11. At least 40 percent of the front yard setback area for townhouses must be softscaped, and a maximum of 60 percent of the space may be hardscaped, impermeable surfaces.
12. Retaining and/or decorative walls between the right-of-way and front yard setback may not exceed 3 feet in height. Decorative fences may not exceed 5 feet in height from sidewalk grade. Railings for decks, stoops or other raised areas may not extend higher than 42 inches above the raised occupied space.
13. All portions of fences and railings above 3 feet must be at least 60 percent transparent when viewed from the street.

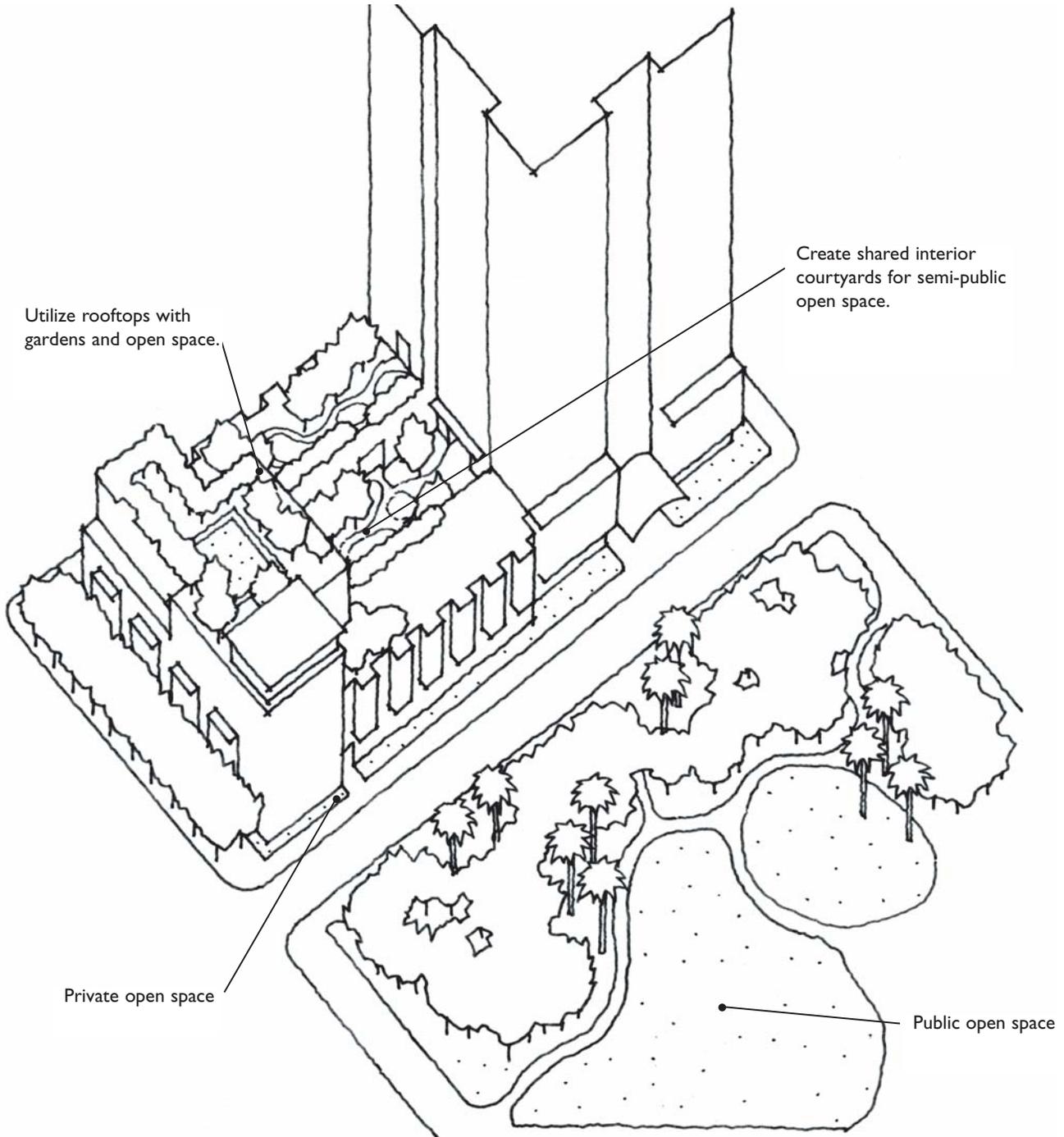
FIGURE 10 – TOWNHOUSE FRONT YARD STANDARDS



Design Guidelines

1. The block master plan should attempt to maximize sunlight exposure to the open space parcel, especially to seating areas or other passive recreation spaces.
2. Shared open space should be designed for flexible use by residents.
3. Open space design should provide screening and/or buffering from the common space to private units without losing visual surveillance of the space. This may be accomplished by raising residential units at least 3 feet above common areas.
4. Outdoor lighting shall be provided. Designers should use the most energy efficient bulbs and fixtures available and use fixtures that yield the lowest possible light pollution and glare. Lighting fixtures must be oriented primarily downward.
5. The use of native vegetation and trees is encouraged. Landscaping plans should be designed to accommodate mature, full-size trees.
6. Sustainable landscaping methods are encouraged. Developers should attempt to use internal water recycling systems for irrigation where possible. Landscape designers are encouraged to consider the use of native drought tolerant vegetation to minimize watering needs and apply other methods to reduce potable water consumption for irrigation.
7. Where feasible, hardscaped areas should use pervious surfaces to reduce stormwater run-off.
8. Private individual open space should be clearly delineated from public open spaces and shared private open spaces without creating opaque visual barriers. The use of vegetation, open railings, and fences is encouraged, while tall fences and walls are discouraged. Fences or landscaping should be decorative and contribute to the streetscape, not create a barrier at the sidewalk.
9. Tree planting within each individual yard in front of townhouse units is encouraged.
10. It is recommended that within townhouse setback areas, at least 36 square feet of the porch and/or landscaped area be at the same level as and adjacent to the residential unit.
11. Front yard open spaces should have individual water sources and should be designed to facilitate gardening and personalized landscaping.

FIGURE 11—BLOCK OPEN SPACE



Sidewalk Encroachments

Sidewalks and streetscapes are a vital resource in the neighborhood and a key element of the public open space system. Thus, encroachments into these spaces should complement and contribute to the streetscape while not interrupting the flow of pedestrian traffic.

Development Controls

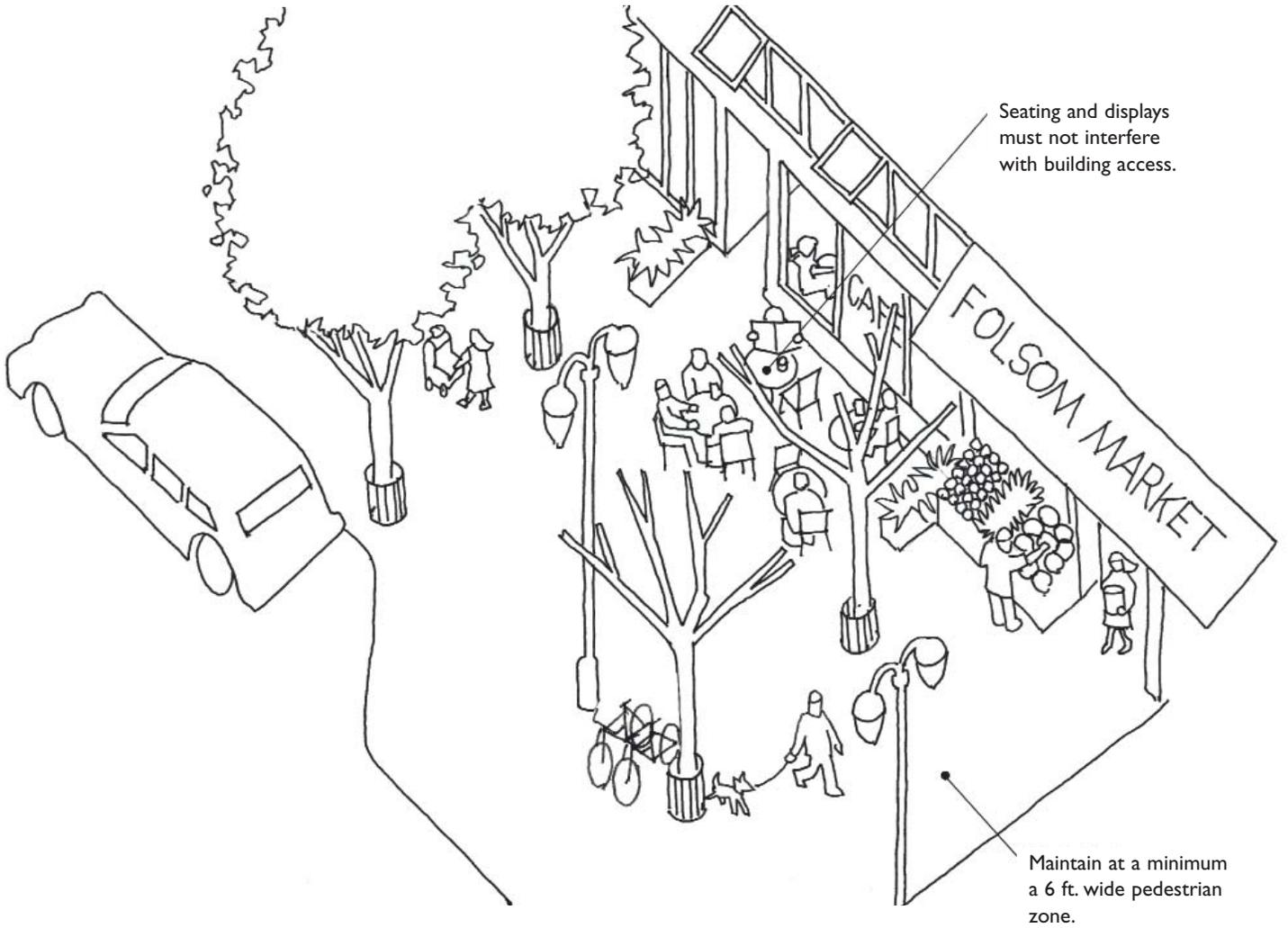
1. All projections over the sidewalk must be at least 8 feet above street level.
2. Awnings, canopies, and marquees must meet the dimensional requirements described in Section 136.1 of the Planning Code for South of Market districts.
3. Projections, either bay windows or those of a purely architectural or decorative character such as cornices, eaves, sills and belt courses, must meet the dimensional requirements of Planning Code Section 136.
4. Throughout Zone One, a minimum width of 6 feet of sidewalk space must be reserved and left strictly for pedestrian travel. This pedestrian clear zone must allow for straight, unobstructed travel parallel to the street.
5. On Folsom Boulevard, the setback space from the building may be used by ground floor tenants for sidewalk displays or seating, provided sufficient setback area remains dedicated to pedestrian travel to provide at least 6 feet of through travel clearance.

6. Diverters must be placed to guide pedestrian flow of traffic around sidewalk café eating areas. Private sidewalk furniture must be sturdy and stable yet removable; it cannot be fastened to the sidewalk.
7. Sidewalk displays and eating areas cannot block or otherwise interfere with access to any building.

Design Guidelines

1. Planters and sidewalk furniture are encouraged along storefronts, provided that they do not interfere with pedestrian travel.
2. It is recommended that individual awnings be used over each storefront.
3. Sidewalk treatments and amenities such as paving textures, lighting and furniture should conform with the Streetscape and Public Open Space Plan.

FIGURE 12—SIDEWALK CONTROLS



Signage

Owners and tenants are encouraged to design signs of a creative and diverse nature, which will highlight the identity of their businesses while contributing to the appearance of the streetscape.

Development Controls

1. No billboards, roof signs, or freestanding signs are permitted.
2. Flashing, moving or video signs are not permitted.
3. Signs and banners shall not project farther than 6.5 feet over the sidewalk or 50 percent of the perpendicular sidewalk width, whichever is less. The lower edge of all projection signs shall be no less than 10 feet above the sidewalk.
4. No permanent signs shall be placed higher than the lower sill of windows on the first floor of residential occupancy or the third floor of the building, whichever is lower.
5. Retail wall signs on buildings shall not exceed 3 square feet per linear foot of retail frontage or 150 square feet, whichever is lower.
6. Only one fin sign is permitted per retail tenant. Corner businesses are permitted one additional fin sign.
7. Fin signs for retail tenants shall not exceed 24 square feet in area. Three-dimensional projecting signs shall not exceed 48 cubic feet in volume. Parking directional signs shall not exceed a program area of 12 square feet.
8. Small name plates are encouraged as accessory signage; however, only one name plate is permitted per business or secondary residential entryway. Name plates shall have a maximum area of 2 square feet.
9. Signage on awnings is permitted in lieu of projecting signs and must not exceed 30 square feet of total copy or graphic areas.

10. Signs shall not interfere with the transparency of the building facade. Window signs must not cover more than 25 percent of the window surface or 10 square feet, whichever is less.

11. Icons, logos, oversized address numbers and other symbols related to commercial activities are signage and included in maximum signage calculations.

12. Residential wall signs shall not exceed 20 square feet of program area.

13. Residential projects may utilize signage on awnings over the primary multi-unit entryway. Copy areas on awnings shall not exceed 30 square feet.

14. Fin signs are not permitted for residential project identification.

15. Proposals for all signage, including temporary marketing and leasing signage, shall be submitted to the Agency for review. The proposals shall include, at least, signage size, quantity, design, location, and installation time period. The Agency reserves the right to require the project sponsor to provide a bond, or other financial instrument satisfactory to the Agency, to enforce the removal of temporary signage.

Design Guidelines

1. Storefronts are encouraged to create signs that are legible from the street and the sidewalk.
2. Creative use of two- and three-dimensional form, profile, and iconographic representation is encouraged. Signage that simply maximizes allowable volume in a rectangular form is discouraged.
3. Signs should be constructed of high quality, durable materials appropriate for an urban setting.

FIGURE 13 –PROJECTING SIGN CONTROLS

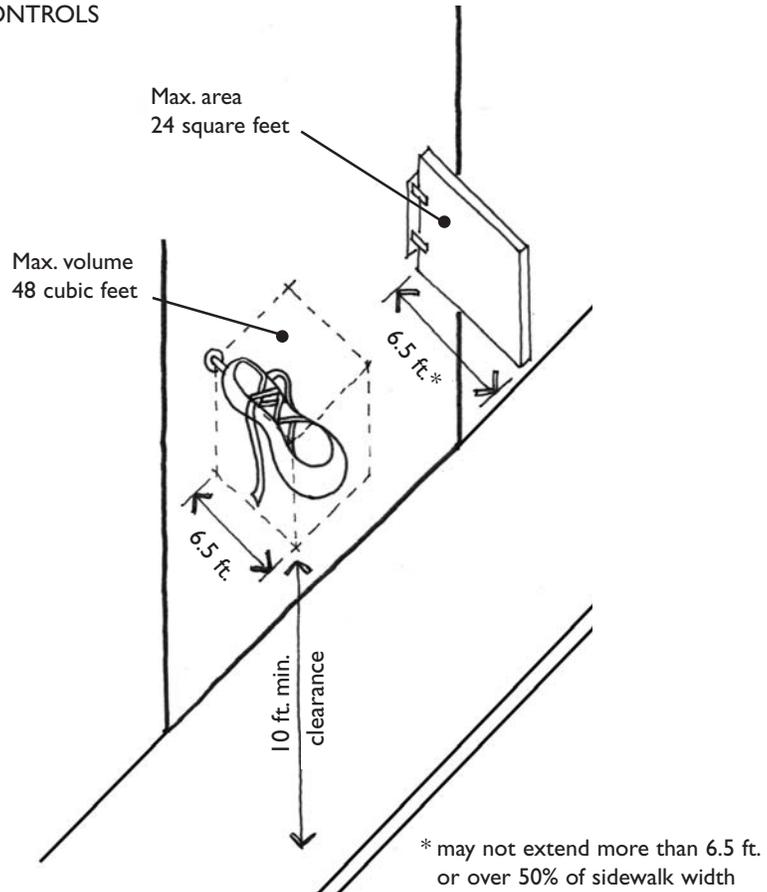


FIGURE 14 –RETAIL FACADE SIGNAGE CONTROLS



Lighting and Security

The urban design within this district must aim to create defensible space and public surveillance as the primary means of crime prevention over the hardening of building entrances and windows with security devices.

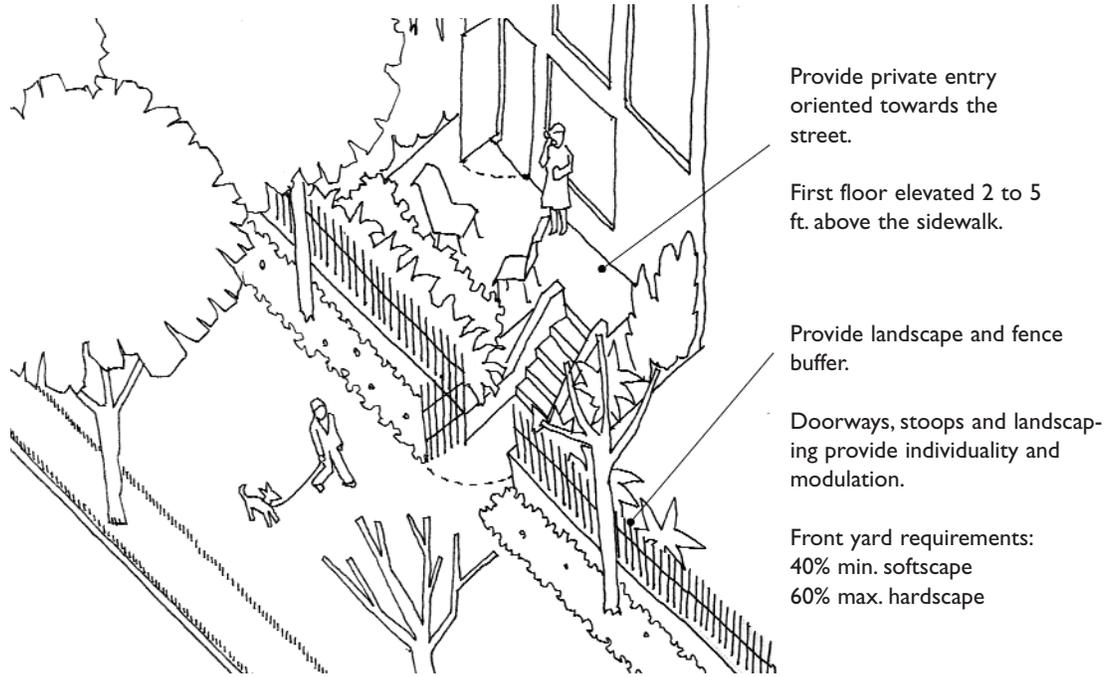
Development Controls

1. All lighting must be shielded to prevent glare to private and public uses, especially residential units.
2. Security measures must minimize their impact on building transparency. Permanent metal grating, solid roll-down doors and security bars on the exterior of windows and doors are prohibited.
3. Any security materials installed, such as scissor-type gates or roll-down grating, must be fully retractable and must provide at least 75 percent transparency when viewed head-on.

Design Guidelines

1. Security measures such as lighting and electronic security are encouraged over armoring of windows and doorways.
2. Lighting should be used to illuminate businesses, improve open space and sidewalk visibility and increase building safety. Pedestrian-scaled lighting is recommended as an integral element of all building facades and should be designed and located to accentuate ground floor uses.
3. Indirect lighting onto signs and the ground floor of the building facade is recommended. This can supplement the street lighting for pedestrians, highlight the building design, and identify its business occupants.
4. Decorative lighting may be used to highlight the architectural elements of buildings. Lighting shall accentuate residential and commercial entryways. A hierarchy of fixture types shall be in place according to functional and security needs. Decorative lighting should primarily be oriented downward.
5. Designers shall use the most energy efficient bulbs and fixtures available and use fixtures that yield the lowest possible light pollution and glare.

FIGURE 15—LOW-RISE / TOWNHOUSE GUIDELINES



D. BUILDING TYPE DEVELOPMENT CONTROLS AND DESIGN GUIDELINES

Each block will be composed of multiple building types to create a high-density neighborhood with a diversity of building and living unit designs, and an active and attractive network of streets and alleys.

Low-Rise Buildings

Development Controls

1. Development is to consist of individually accessible townhouse units with a maximum width of 30 feet per unit, facing along alleyways and neighborhood streets.
2. Ground floor residential units must have a major access point from the street or alley rather than solely from interior corridors, lobbies, or the garage. Entryways must provide treatments such as stoops, porches, and landscaping to mark the transition between public and private spaces.
3. The first floor of townhouse units must be elevated between 2 and 5 feet above street grade in order

to provide adequate separation from the public sidewalk while maintaining a visual connection between the street and the residential unit. Three feet is the recommended height.

4. Alternative designs of townhouse units and front yard landscaping are encouraged to provide universally accessible living units.

Design Guidelines

1. In order to maintain the fine grain quality of San Francisco’s neighborhoods, townhouse units should be modulated to create visual interest and to highlight their individuality.
2. Recessed doorways, changes in color and materials, and alternative paving are encouraged to identify and enhance residential entrances.
3. Architectural projections such as bay windows are permitted and encouraged within the setback area.

Podium and Mid-Rise Buildings

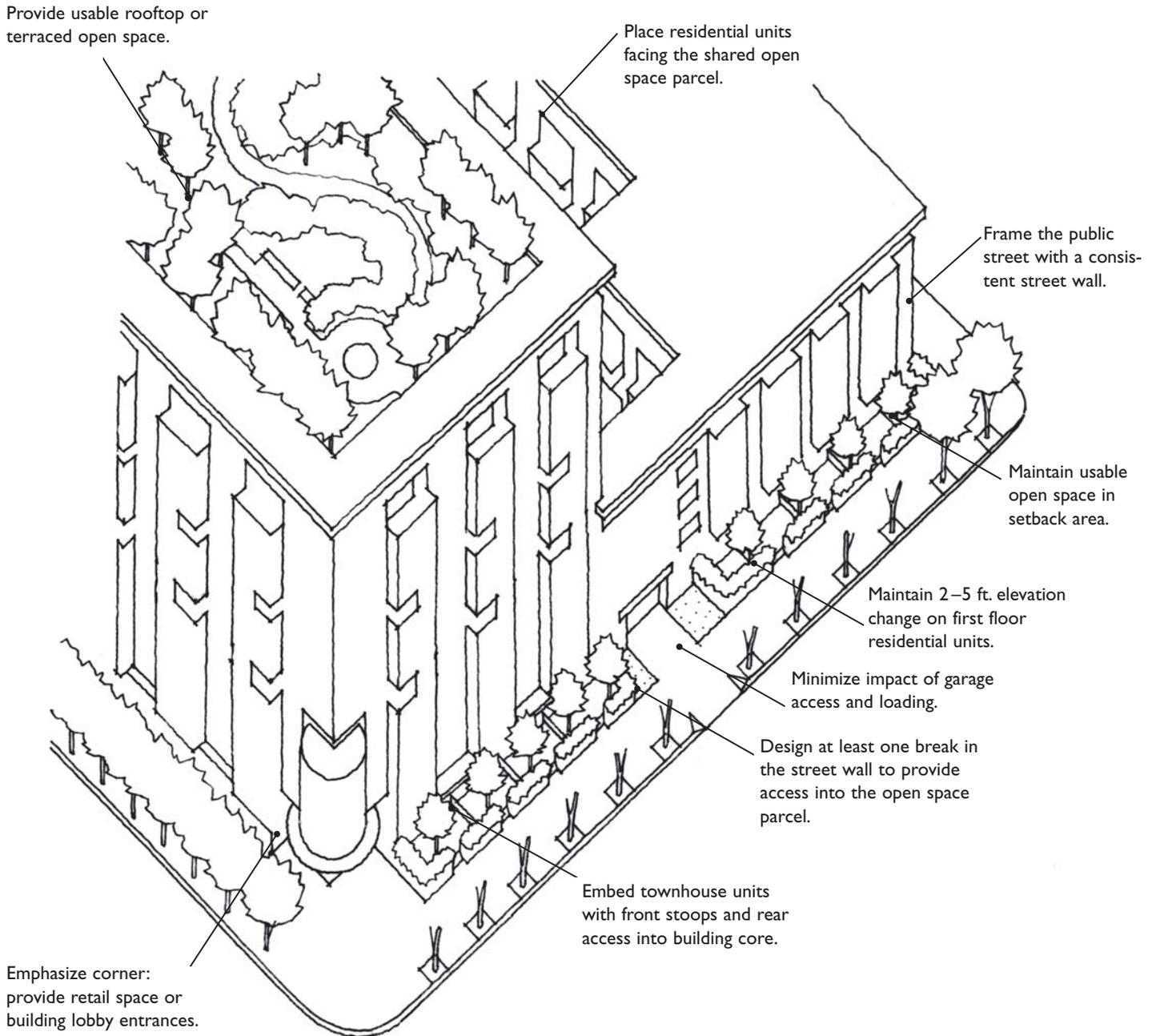
Development Controls

1. Podium and mid-rise buildings must be designed with ground floor townhouse units along the required setback areas of Clementina, Howard, First, Fremont, Main and Beale Streets. These townhouse units should be designed to emphasize the fine grain quality of San Francisco's neighborhoods; at the same time, their design should also relate to the overall design of the building.
2. Provide a 2-to-5 foot elevation change on the first floor residential units in order to provide adequate separation from the public sidewalk while maintaining a visual connection to the street. Three feet is the recommended height.
3. The setback and stoop areas of ground floor units must be designed in adherence to the applicable controls and guidelines for front yard open space and low-rise buildings.
4. Exceptions to these controls may be made in order to provide universally accessible units subject to Agency approval.
5. Mechanical equipment located on top of buildings must be screened from public view and from neighboring buildings with enclosures, parapets, setbacks, landscaping, or other means. Any enclosure or screening used must be designed as a logical extension of the building, using similar materials and detailing as the rest of the building's surfaces and, further, comply with Section 14I of the Planning Code.

Design Guidelines

1. The facades of townhouse units should be articulated vertically and horizontally to differentiate individual residential units from the overall building mass.
2. All buildings should define a consistent street wall framing public streets. Buildings at the corner of two major streets, excluding alleys, must emphasize the intersection through building form and detail. Retail and/or building entrances are encouraged at street corners.
3. In order to create a more interactive open space area, mid-rise buildings are encouraged to place residential units and/or common areas such as social rooms on the same floor as the open space area. Living units will improve the feel of the courtyard over the blank wall of the back of a retail area.
4. Building designs should provide at least one break in the street wall per block to provide physical access for residents and visual access for the public to the private open space from the street.
5. Podium and mid-rise buildings are encouraged to provide usable rooftop and/or terraced open space such as rooftop gardens and decks accessible to all units in the building.
6. Buildings should be composed of roof designs and materials that improve the views from taller, adjacent buildings. "Green" roofing technology is encouraged to promote energy efficiency, enhanced private recreational use, and visual appeal from neighboring units.

FIGURE 16—PODIUM AND MID-RISE GUIDELINES



Towers

Development Controls

1. Towers are to be located only on the tower parcels indicated on the Zone One Height Ranges Map. The tower configurations may be changed on Blocks 5, 8 and 9 due to potential constraining factors or refined site analysis. Please refer to the alternative block development patterns on page 21 for alternative tower locations.
2. At the ground floor, towers with frontage on Clementina, Natoma, Tehama, Main and Beale Streets are required to provide independently accessible units. These units should be designed to complement the scale of townhouses in the Project Area, while also reflecting their relationship to the tower.
3. The setback and stoop areas of ground floor units must be designed in adherence to the applicable controls and guidelines for front yard open space and townhouse buildings.
4. Provide a 2-to-5 foot elevation change on the first floor residential units in order to provide adequate separation from the public sidewalk while maintaining a visual connection to the street. Three feet is the recommended height.
5. The Agency may approve exceptions to these controls in order to provide universally accessible units.
6. All tower developers are required to conduct wind studies to examine the specific impacts of and the mediations or modifications needed to minimize impacts of wind levels at the street level and on rooftop open spaces (existing or planned) of neighboring buildings.
7. Vents, mechanical room and equipment, and elevator houses must be integrated into or screened by the roof architectural treatment.

Design Guidelines

1. Architectural elements of the tower design should convey a pattern of graceful slenderness to complement other elements of the San Francisco skyline. Tower designs could incorporate facade articulation and modulation such as floor plate notches, changes of textures, materials, and/or colors, or shifts of the facade plane.
2. In order to enhance the vertical read of the building, it is recommended that any tower facade length greater than 100 feet include at least one major modulation off-setting the facade plane by 20 feet or more.
3. The exterior surfaces of towers should be predominately light in color and should limit the use of highly reflective surface materials.
4. Vertical design elements of the tower should extend down toward the street rather than disappear into the mass of a podium structure. At the same time, towers should reflect the scale of neighboring buildings and create a distinct human scale in the facade at the sidewalk.
5. Residential towers should provide prominent building entrances and lobbies at ground level.
6. A tower extension is permitted to the extent that it is determined to add to the sense of slenderness of the building, the visual interest of the building terminus, and the appearance of the skyline when viewed from a distance, and if it will not adversely affect light and air to adjacent properties or add significant shadows to public open space or streetscapes.
7. Towers should be sculpted in such a way that the floor plates of the upper portions of the building are perceptibly smaller than the rest of the tower when viewed from a distance.
8. Tower development should provide open space such as decks or gardens at the podium level of the building.

FIGURE 17–TOWER GUIDELINES

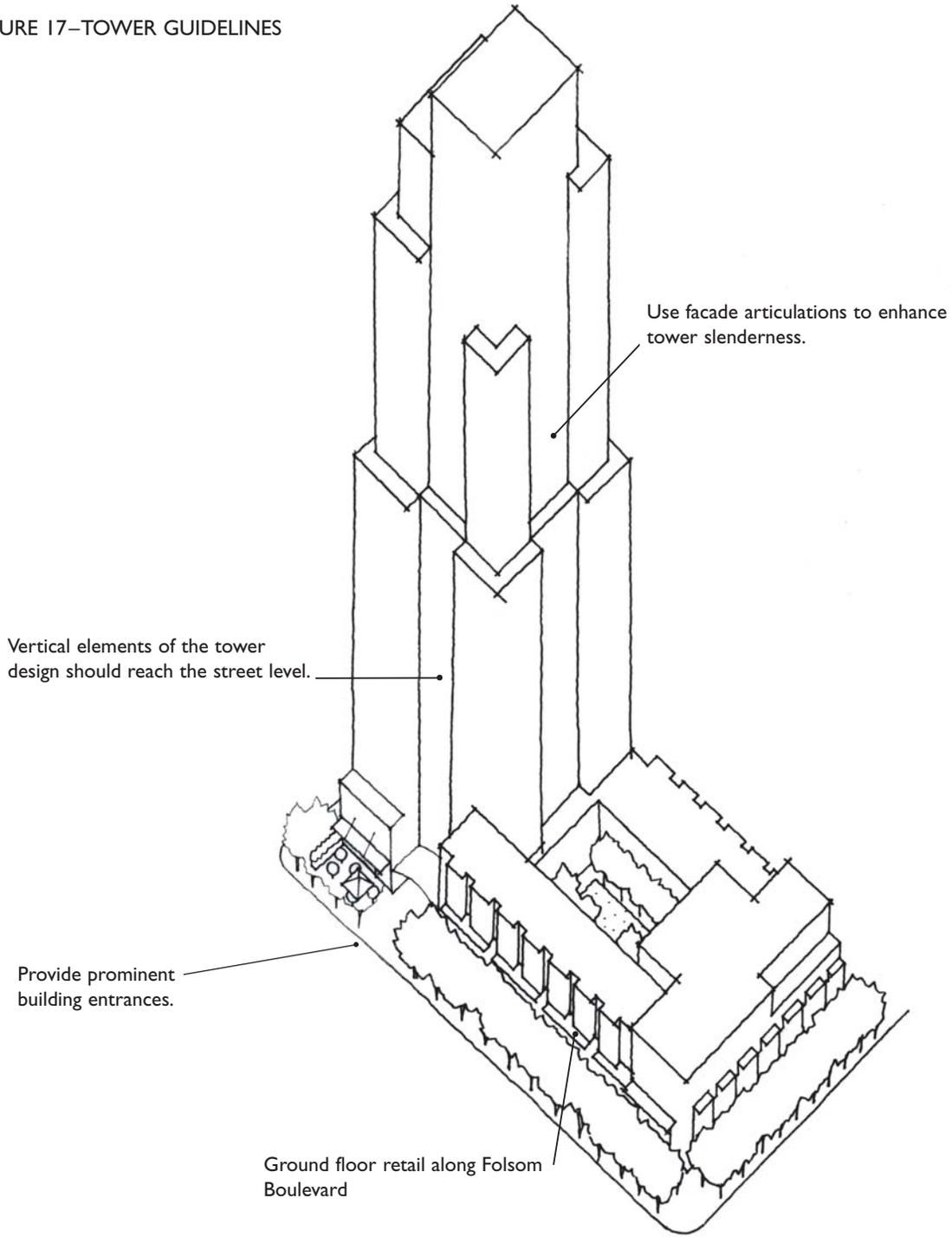


FIGURE 18 – ZONE TWO ILLUSTRATIVE PLAN



Zone Two is a Special Use District under the Planning Code. New project proposals will need to comply with the General Plan and Planning Code of the underlying downtown zoning districts, as well as follow the additional development controls described below.

Properties in the Project Area located within the New Montgomery-Second Conservation District and the Second and Howard Street District must continue to comply with the preservation controls and standards of these areas.

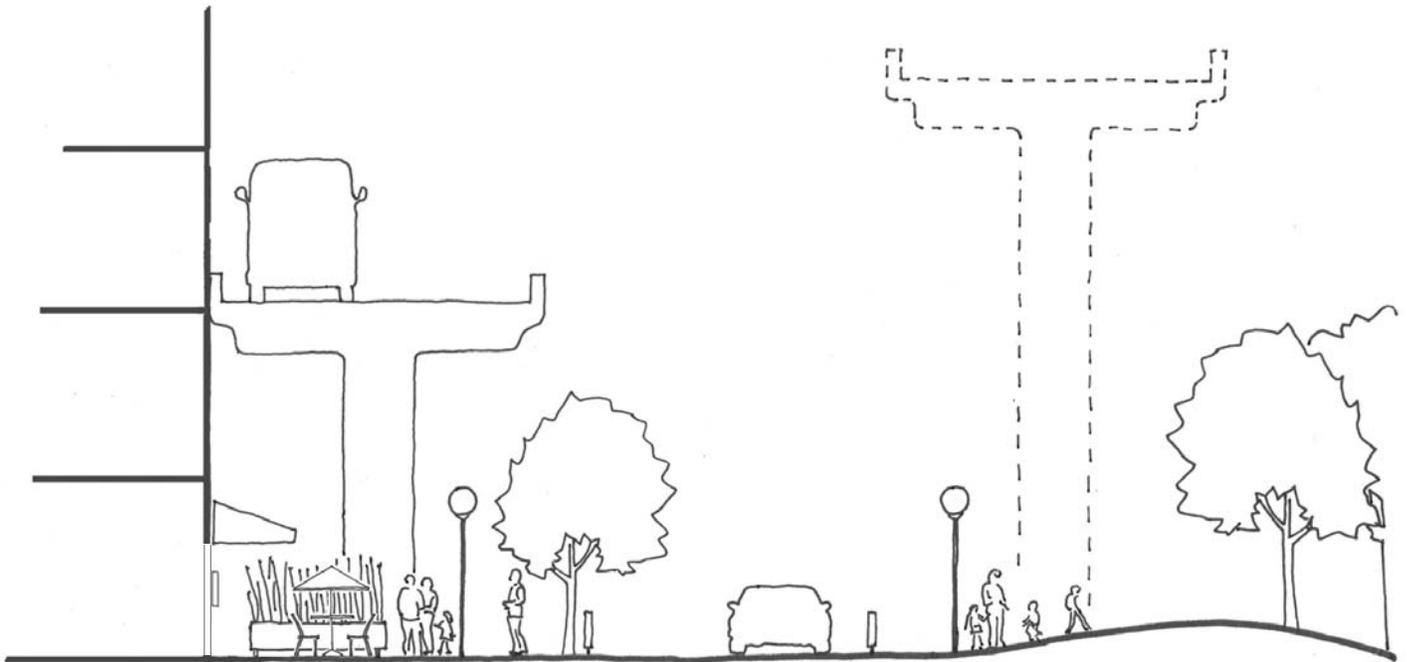
LAND USE

Areas shown on the Land Use Zones Map (Map 2) on page 11 as Zone Two –Transbay C-3 shall be maintained, developed or used consistently with the General Plan and the Planning Code.

ADDITIONAL DEVELOPMENT CONTROLS

1. In order to increase the public presence along alleys and ramp alignments, projects on parcels neighboring the new Transbay Terminal and its ramp structure must provide active ground floor uses with visual access to and from these areas.
2. Retail establishments on parcels neighboring the new Transbay Terminal and its ramp structure must provide direct access to their retail or commercial spaces from these areas.
3. The Agency or Planning Commission may impose additional requirements that a project sponsor install sidewalk improvements such as lighting, special paving, seating, and landscaping in accordance with the Transbay Streetscape and Open Space Plan.
4. Office development projects are subject to the fee requirement of the Downtown Park Special Fund described in Section 139 of the Planning Code, except that such fees shall be administered by the Agency for the development of open space in accordance with the Transbay Streetscape and Open Space Plan.
5. The Jobs-Housing Linkage Ordinance, Section 313 of the Planning Code, will apply to developments within Zone Two, subject to the following modifications: (a) the Agency must approve any payment or contribution of land by the developer to a housing developer to construct housing; and (b) any in-lieu fee must be paid to the Agency for deposit into its Citywide Affordable Housing Fund and will be used to meet the Agency's affordable housing obligations in the Project Area; provided that, if the Agency has met its obligations in the Project Area, the Agency may use the funds for affordable housing in any area within the Agency's jurisdiction.
6. All new housing and live/work developments within Zone Two containing more than 10 units must include a minimum of 15 percent of all units constructed on the project site that are affordable to, and occupied by, persons and families of very-low, low-, or moderate income, as defined by the California Community Redevelopment Law. If the total number of required affordable units is not a whole number, the project applicant shall round up to the nearest whole number for any portion of 0.5 or above.

FIGURE 19—ZONE TWO CONTROLS ADJACENT TO RAMPS



Active uses required on the ground floor next to ramps with entrances and windows facing areas under the ramps.

