San Francisco, California

Hunters Point Shipyard

Design for Development

DRAFT

March 17, 2010 DRAFT

LENNAR URBAN

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Table of Contents

1. Introduction 8

    1.1 Summary of Document

    1.2 Background

    1.3 Site Location and Context

    1.4 Access and Ownership

2. Vision 20

    2.1 Overall Concept

    2.2 Goals and Objectives

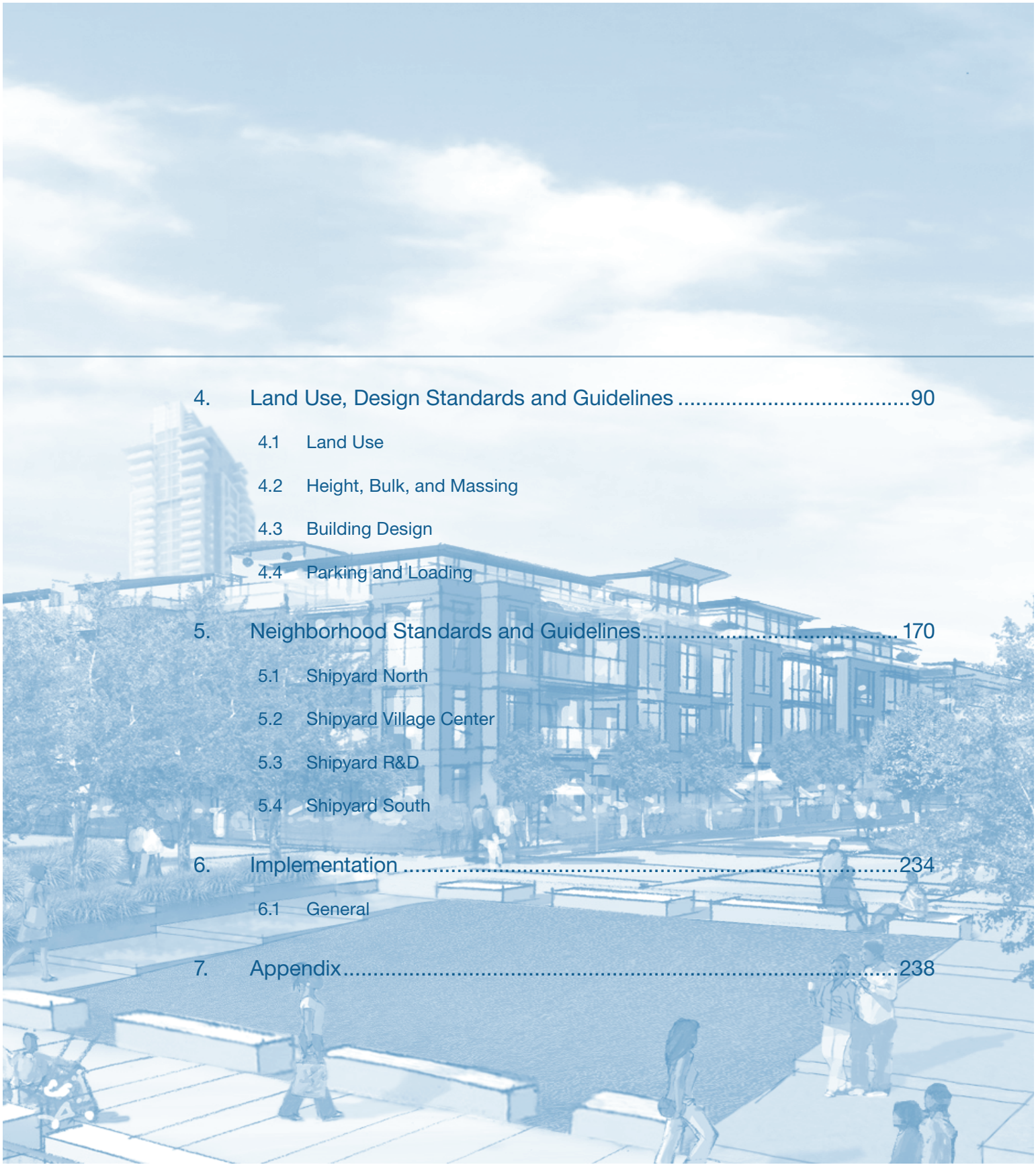
    2.3 Sustainability Design Principles

3. Proposed Plan 50

    3.1 Plan and Program

    3.2 Public Streets

    3.3 Public Parks and Open Space



4. Land Use, Design Standards and Guidelines 90

4.1 Land Use

4.2 Height, Bulk, and Massing

4.3 Building Design

4.4 Parking and Loading

5. Neighborhood Standards and Guidelines.....170

5.1 Shipyard North

5.2 Shipyard Village Center

5.3 Shipyard R&D

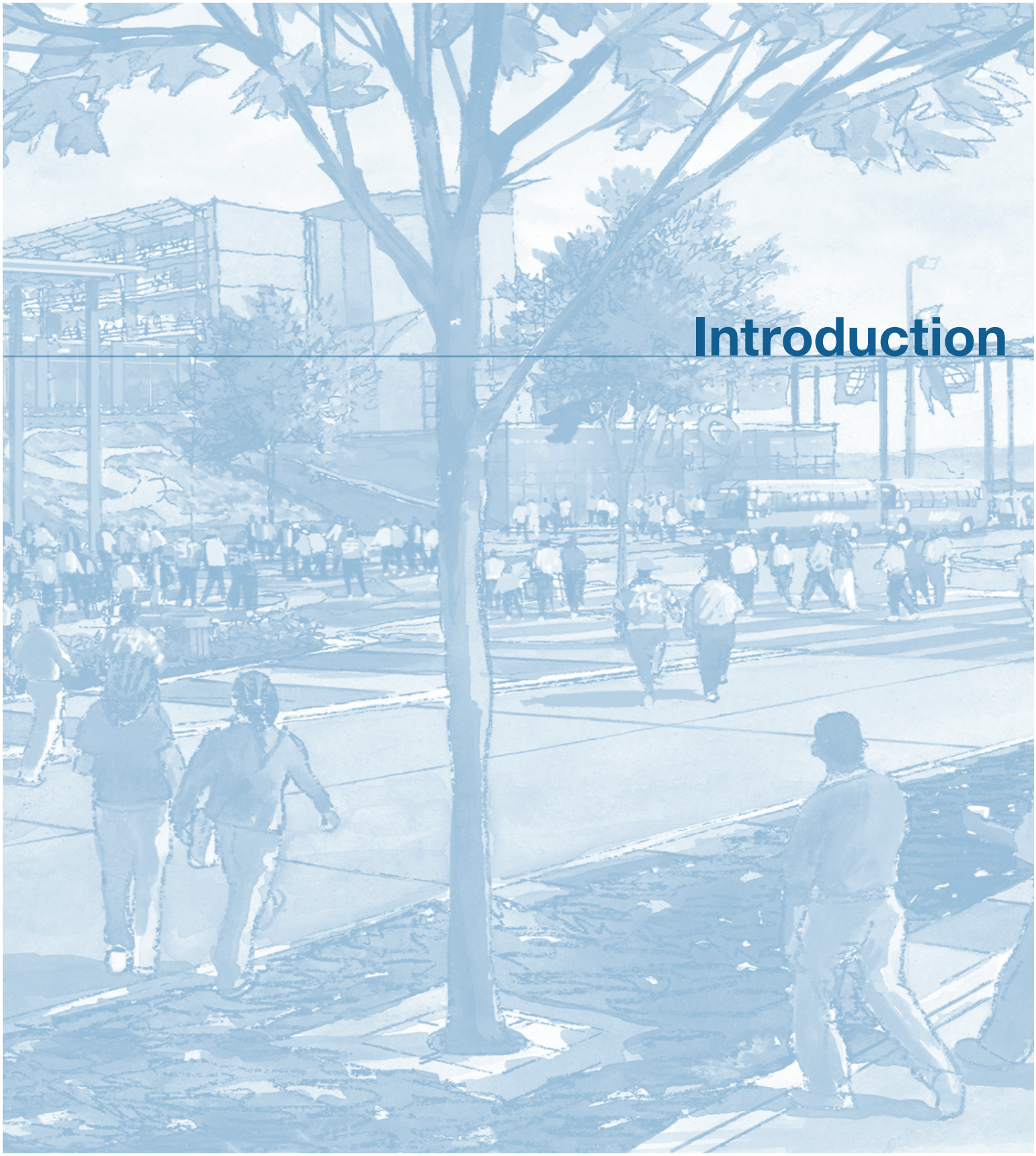
5.4 Shipyard South

6. Implementation 234

6.1 General

7. Appendix.....238

1



Introduction

1 Introduction

1.1 Summary of Document

This Design for Development (D4D) document for Hunters Point Shipyard (the Shipyard) establishes the development standards and guidelines that will govern all future design and development at the Shipyard. The D4D is the culmination of a multi-year community planning process. On a macro-scale, the D4D is crafted to effectuate a specific urban form envisioned for the Shipyard; on a finer scale, it outlines specific design regulations created to inspire attractive building architecture and functional public spaces as this new neighborhood comes to life over the coming decades. The Shipyard D4D document works in tandem with the D4D document for the adjacent Candlestick Point development project. Taken together, the design regulations for both Project Areas aspire to fundamentally improve the built environment of southeast San Francisco.

The Shipyard site lies within the Hunters Point Shipyard Redevelopment Project Area, and this redevelopment plan has been amended to establish the allowable land uses for the Shipyard. Thus, this Shipyard D4D is a companion document to, and authorized under, the Hunters Point Shipyard Redevelopment Plan and has been adopted by the Redevelopment Agency of the City and County of San Francisco, the public agency responsible for oversight of development within the Hunters Point Shipyard Redevelopment Plan Area. The Hunters Point Shipyard Redevelopment Plan, in general, provides a vision for the area that eliminates blight and environmental deficiencies while supporting market rate and affordable housing, economic development, small businesses, emerging commercial-industrial sectors, public transit service, publicly accessible open space and participation by residents in deciding the future of the area.

The design standards and guidelines contained in this D4D apply to all development within the Shipyard site area, including both the public and private realms, with the objective of implementing the vision set forth in both the BVHP Plan and in this document.

Companion Documents

The Shipyard D4D addresses land use, building design, open space and street design in the Hunters Point Shipyard Redevelopment Plan. The D4D should be used in conjunction with a series of other companion documents that have been approved for the Hunters Point and Candlestick Point sites. These documents include:

- Hunters Point Shipyard Redevelopment Plan
- Infrastructure Plan,
- Transportation Plan,
- Parks, Open Space and Habitat Plan,
- Sustainability Plan, and
- Design Review and Document Approval Procedure (DRDAP).

Together, these documents supersede the San Francisco Planning Code in its entirety, except as otherwise provided for in the Hunters Point Shipyard Redevelopment Plan.

In the event of any conflict between this D4D and the Hunters Point Shipyard Redevelopment Plan, the Hunters Point Shipyard Redevelopment Plan shall control.

Organization

This document has six sections as follows:

1. **Introduction –** provides a summary of the document, describes the general background to the Shipyard redevelopment, site's location, context and current access and ownership.
2. **Vision –** presents the overall concept, community goals and objectives, urban design principles and sustainability principles for the project. These are described for both the Shipyard and Candlestick, since a consolidated plan has been prepared for these two areas to develop a mixed-use community with a connected street and transit network and a shared open space and trails system. The overall vision provides the context for the Shipyard development plan, which is described in Section 3. The standards and guidelines specific to the Shipyard are located in Sections 4 and 5.
3. **Proposed Plan –** describes the Shipyard's plan structure and program in terms of land uses, urban form, development program, the street network, and the parks and open space system.
4. **Land Use, Design Standards and Guidelines –** establishes the overall standards and guidelines that regulate the form and character of the development for elements that span across the Shipyard site. These include land use, height, bulk, massing, buildings, parking and loading. Standards are mandatory actions, generally described in absolute terms such as by measurement or location. Guidelines are encouraged actions, which if adhered to in spirit will result in projects that best fit the vision for the site.
5. **Neighborhood Standards and Guidelines –** The Shipyard contains five distinct land-use districts described herein: Shipyard North Residential, Research and Development (R&D), Shipyard Village Cultural Center, Shipyard South Multi-use, and shoreline open space. A unique physical character is envisioned for each neighborhood, and thus specific standards and guidelines are set forth for achieving the desired characteristics of such elements as at-grade retail, tower locations, street walls, and mid-block breaks, and more. For Shipyard South, both a stadium and a non-stadium option are described to address the uncertainty at time of writing whether or not the San Francisco 49ers will relocate to the Shipyard.
6. **Implementation –** presents the required procedures for implementing development plans for the individual parcels, granting variances and amending this document.

1.2 Background

The Shipyard and Candlestick Point (Candlestick) areas along the Bayview waterfront total 702 acres of land in the southeast portion of San Francisco. Redevelopment of these two areas, which are largely underdeveloped and separated from the urban grid of the city, represents a rare opportunity to create an entirely new shoreline community within the Bayview Hunters Point community – featuring waterfront parks, a number of distinctive residential neighborhoods and a much needed injection of commercial and retail uses.

The combined project areas include: a decommissioned Naval Shipyard with dilapidated structures for ship repair, piers and dry-docks, and storage and administrative space; a number of former Navy buildings are currently being used as artist studios and by light industrial tenants; the Candlestick Point State Recreation Area; an aging NFL stadium owned by the City and County and home to the San Francisco 49ers; and the Alice Griffith public housing development.

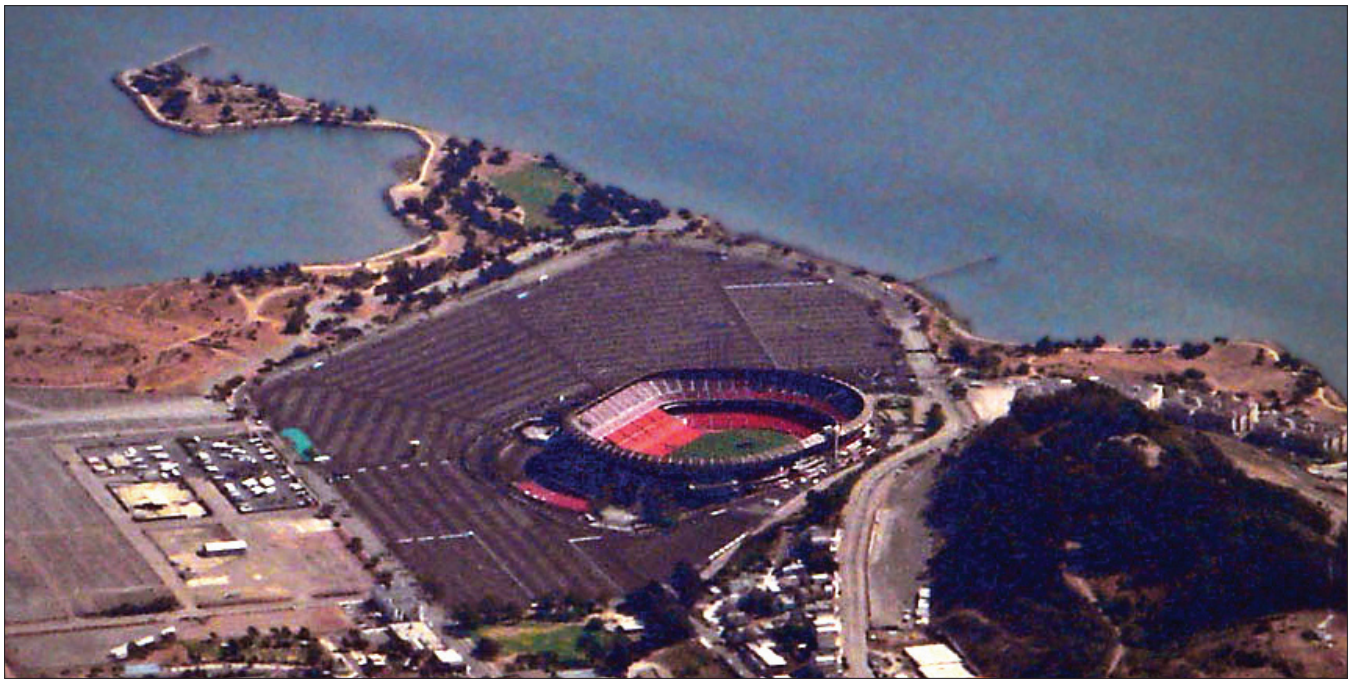
While the Shipyard and Candlestick are geographically distinct, their adjacency to one another has fostered a combined redevelopment planning effort resulting in a seamless community plan. This plan establishes the vision for transforming this large land area from blight to new, thriving neighborhoods ringing San Francisco's southeastern waterfront.

Bayview residents have been long at work in establishing the overall vision and goals for revitalization for the Bayview Hunters Point area, which includes both of these sites, beginning with the 1969 Hunters Point Redevelopment Plan, the 1995 South Bayshore Area Plan, the 1997 Hunters Point Shipyard Redevelopment Plan, and the 2006 Bayview Hunters Point Redevelopment Plan. These goals include building a new home for the San Francisco 49ers, the development of job creating uses, improvement of existing parks, as well as tangible physical and economic benefits for the Bayview Hunters Point community, a long underserved and physically isolated part of San Francisco. Now the City and the Bayview community have been afforded a unique chance to implement many of these goals. Hence, an integrated plan has been prepared working with resident committees and with a developer partner.

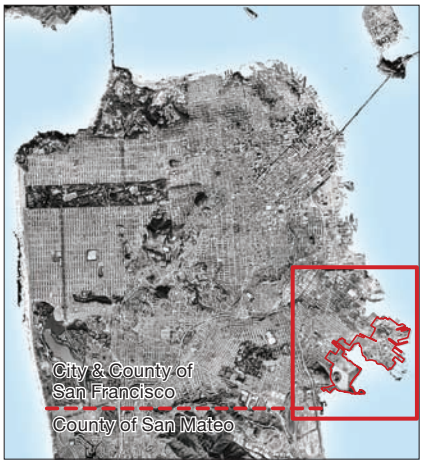
The Shipyard with downtown San Francisco in background.

The Shipyard – Drydocks and piers in foreground, the Hunters Point Hilltop in background.

Candlestick – Candlestick Point State Recreation Area in foreground, stadium in mid-ground, Bayview Hill and Bayview Neighborhood in background.



Candlestick – Candlestick Point State Recreation Area at left, stadium at center, Bayview Hill at right.



Site Location.

1.3 Site Location and Context

The Shipyard and Candlestick project sites are located approximately eight miles south of downtown San Francisco in the southeastern part of the city. The total acreage of the two sites is approximately 702 acres. As indicated on Figure 1.1, both sites have extensive shoreline frontage along the San Francisco Bay to the east and south, the South Basin and Yosemite Slough watershed which separates them, and India Basin to the north of the Shipyard. Hunters Point Hill and the Bayview/Hunters Point Neighborhood are located to the west of the Shipyard site; whereas the same neighborhood and Bayview Hill Park are adjacent to the north and west sides of the Candlestick Point site.

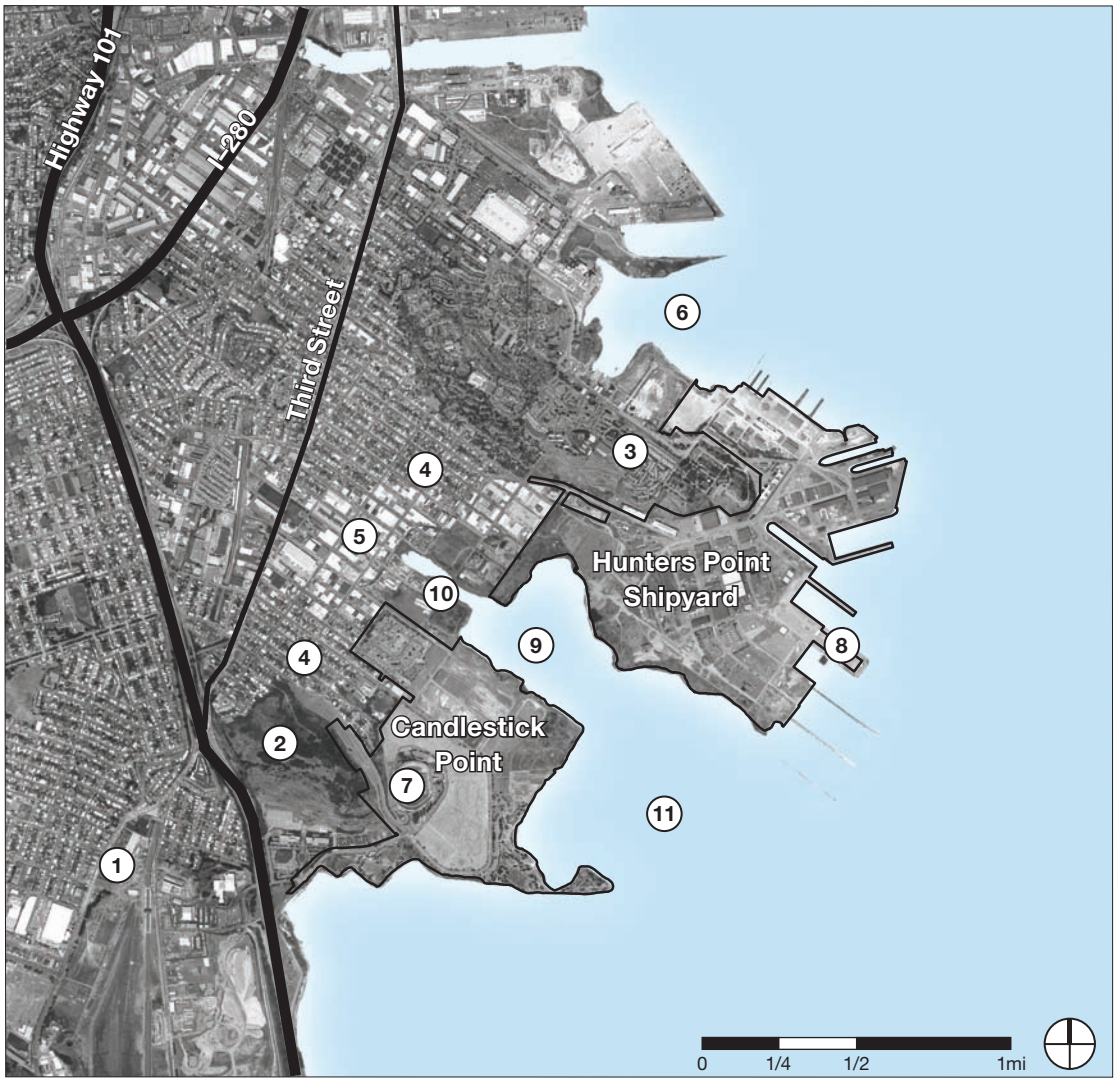
Bayview Hill Park creates a natural geographic limit to development and a buffer to Highway 101 to the west of the Candlestick site. This City park has trails that overlook the entire Candlestick site and provide panoramic views of the Bay. Part of Hunters Point Hill is currently being developed as both the Hilltop and Hillside Phase I developments of the Hunters Point Shipyard project. The southeastern portion of the Hunters Point Hill is being developed as a park, which will link into the proposed Shipyard Phase II development.

The Shipyard is a former U.S. Naval Shipyard, which was operational between World War II and 1974, and is currently accommodating some artist studios and light industrial uses on a portion of the site. Candlestick is the current location of Candlestick Park (the home stadium of the San Francisco 49ers NFL team), the Candlestick Park State Recreation Area and the Alice Griffith public housing development.

The Shipyard provided the major source of employment for the Bayview/Hunters Point Neighborhood while it was operational. Subsequent to its closure, economic opportunity has declined in this part of the city as the site has remained largely unused since. Both the Shipyard and Candlestick projects will bring improved street and transit connections to the area, along with new employment uses that will substantially increase the community's economic activity.

To take advantage of this waterfront location, which provides the potential for some of the most significant open space area in the City, a major shoreline park will be created. New public connections to the waterfront will be provided. Further, a plan to restore the Yosemite Slough watershed, which feeds into the South Basin, will allow for an integrated park area to be created which extends from the Candlestick Point State Recreation Area and includes the South Basin, Yosemite Slough and the southern shoreline of the Shipyard.

Figure 1.1 Site Context



Legend

1. Bayshore Caltrain Station
2. Bayview Hill Park
3. Hilltop and Hillside Phase I
4. Bayview Neighborhood
5. Bayview Industrial Lands
6. India Basin
7. Candlestick Park Stadium
8. Re-gunning Crane
9. South Basin
10. Yosemite Slough Watershed
11. San Francisco Bay

Building 101.

Drydock 4 at the Shipyard.

Buildings 204, 205, and 207.

Drydock 4.

Naval Crane.

1.4 Shipyard – Access and Ownership

The Shipyard site is shown in Figure 1.2.

Access to the site is primarily from Innes Avenue on the east side of the Hillside, and Palou Avenue on the west. Only two streets on the Hillside connect to the Shipyard due to topographical constraints; these are Donahue Street and Horn Avenue.

Currently, the site is home to the decommissioned Hunters Point Shipyard Naval Base. The Navy is in the final stages of cleaning and then vacating the site. An active artist's community known as The Point consisting of some 250+ artists also occupies the site with studios in a number of naval base buildings including building 101, 103, 104 and 110.

Immediately north of the site HPS Phase I is currently being constructed. This project has two separate areas: Hilltop and Hillside. Collectively, they will contain 1,600 homes and 9,000 sq ft of retail space. Connections from Phase II to Phase I will be made primarily by pedestrian paths due to topographical constraints and by the extension of Horn Avenue.

State Trust has jurisdiction over lands as identified in Figure 1.2. Land Uses in these areas must be for the benefit of the general public and may include park spaces, paths, public roads, public buildings such as restaurants or ferry buildings, and other uses that allow unrestricted public access. Streets that lie within Trust Lands include Lockwood, Horn and Fisher.

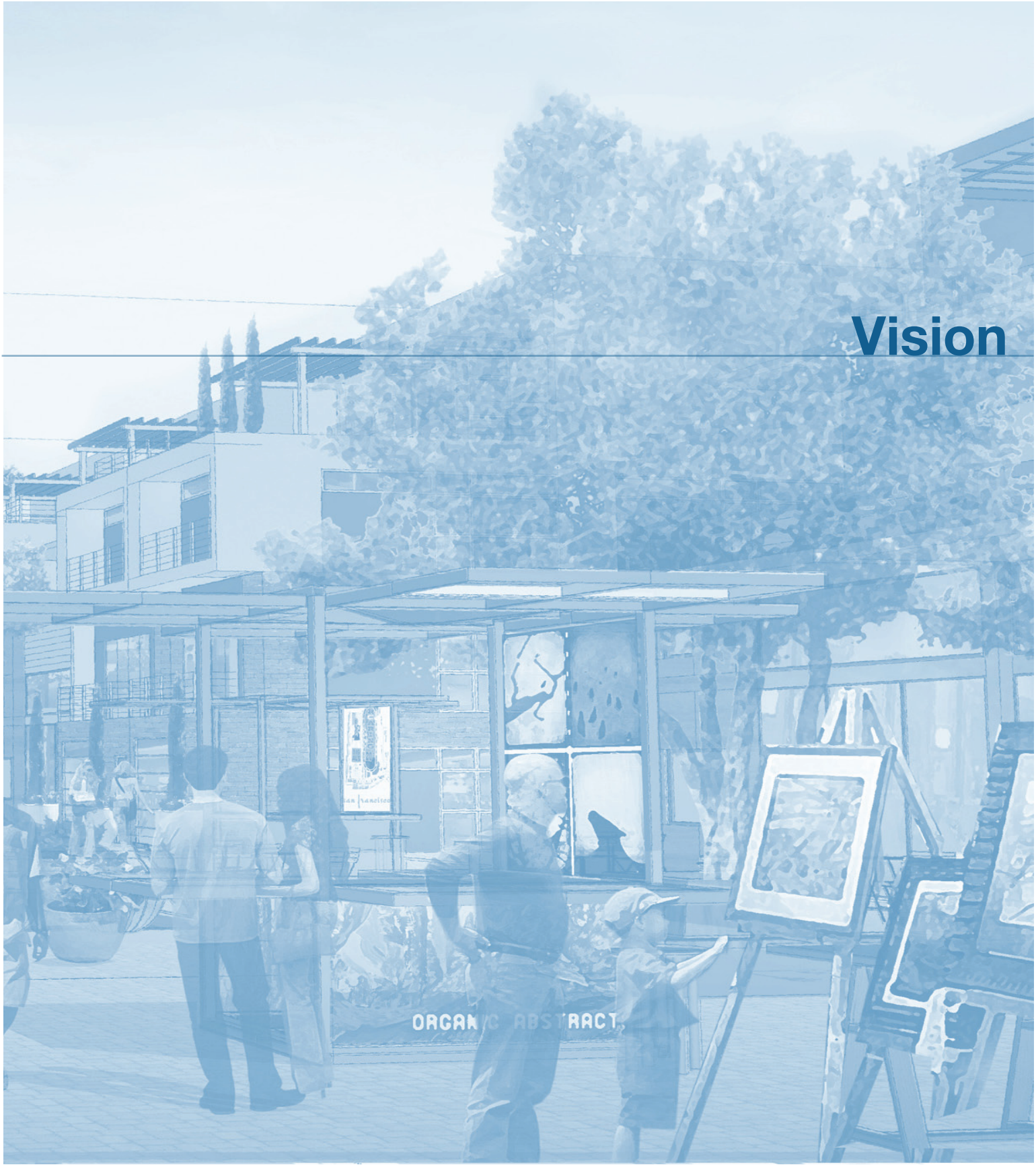
Figure 1.2 Access and Ownership

Legend

- Property Boundaries
- State Trust Lands

2

Vision



2 Vision

Community park.

Candlestick Point State Recreation Area.

Mixed-use streets.

Pedestrian plazas.

Homes near the water's edge.

2.1 Overall Concept

The Shipyard and Candlestick will rejuvenate and integrate with the existing Bayview/Hunters Point Neighborhood to create a vibrant mixed-use district that provides a major focal point to the shoreline area of southeast San Francisco.

Development will be compact, provide a mix of land uses and be oriented to the transit stops along the new bus rapid transit (BRT) line which will serve the area with frequent transit service. There will be market-rate and affordable homes, community services, regional and neighborhood commercial retail, research and development space (R&D), a hotel, a performance arena, and an expansive waterfront park system that extends along the entire shoreline of Candlestick and the Shipyard. In addition, the southern portion of the Shipyard may be developed as a new football stadium for the San Francisco 49ers, or as additional housing and research development space.

Identifiable neighborhood districts will be created that will each have distinctive characteristics. These neighborhoods will be woven together and to Bayview / Hunters Point by an open space network, pedestrian pathways and landscaped streets that connect to the existing Bayview/Hunters Point street grid. Thus, convenient access will be provided between the new neighborhoods, Bayview/Hunters Point and the waterfront park system. All development will be based on the principles of sustainable building.

The illustrative site plan and overall development program that emerges from this vision are shown in Figure 2.1a. The program for the two sites includes 10,500 residential homes, 250,000 sq ft of neighborhood retail, 635,000 sq ft of regional retail, 2.65M sq ft of office and R&D space, a new NFL football stadium, a hotel, performance venue, artists' studios, community facilities, and a 336 acre open space network.

If the 49ers elect not to locate at the Shipyard, two non-stadium options for the land in this area have been developed: a Housing Option and an R&D Option.

In the Housing Option, the program for the stadium site changes in two significant ways: 1,625 residential units are moved from Candlestick to the Shipyard and an additional 500,000 sq ft of R&D are added at the Shipyard. This is illustrated in Figure 2.1b.

In the R&D Option, as illustrated in Figure 2.1c, the program for the stadium lands has an additional 3.0M sq ft of research and development space for a total of 5.0M sq ft of R&D at the Shipyard. No changes to the residential or other commercial programs are proposed in this option.

A detailed description of the Shipyard plan and program is provided in Section 3. The detailed plan and program for Candlestick are found in the Candlestick Point D4D (under separate cover).

Figure 2.1a Illustrative Plan and Development Program – Stadium Option

Table 2.1a Development Program – Stadium Option

DEVELOPMENT PROGRAM – STADIUM OPTION										
	Residential	Commercial (sq ft)							Community Uses (sq ft)	TOTAL Open Space (acres)
	Units	Neighbor-hood Retail	Regional Retail	Office and R&D	Hotel	Arena	Artists Space	TOTAL Commercial		
Shipyard	2,650	125,000	n/a	2,500,000	n/a	n/a	255,000	2,880,000	50,000	231.6
Candlestick	7,850	125,000	635,000	150,000	150,000	75,000	n/a	1,135,000	50,000	104.8
TOTAL	**10,500**	**250,000**	**635,000**	**2,650,000**	**150,000**	**75,000**	**255,000**	**4,015,000**	**100,000**	**336.4**

Figure 2.1b Illustrative Plan and Development Program – Non-stadium Housing Option

Table 2.1b Development Program – Non-stadium Housing Option

DEVELOPMENT PROGRAM – NON-STADIUM HOUSING OPTION										
	Residential	Commercial (sq ft)							Community Uses (sq ft)	TOTAL Open Space (acres)
	Units	Neighbor-hood Retail	Regional Retail	Office and R&D	Hotel	Arena	Artists Space	TOTAL Commercial		
Shipyard	4,275	125,000	n/a	3,000,000	n/a	n/a	255,000	3,380,000	50,000	221.8
Candlestick	6,225	125,000	635,000	150,000	150,000	75,000	n/a	1,135,000	50,000	104.8
TOTAL	**10,500**	**250,000**	**635,000**	**3,150,000**	**150,000**	**75,000**	**255,000**	**4,515,000**	**100,000**	**326.6**

Figure 2.1c Illustrative Plan and Development Program – Non-stadium R&D Option

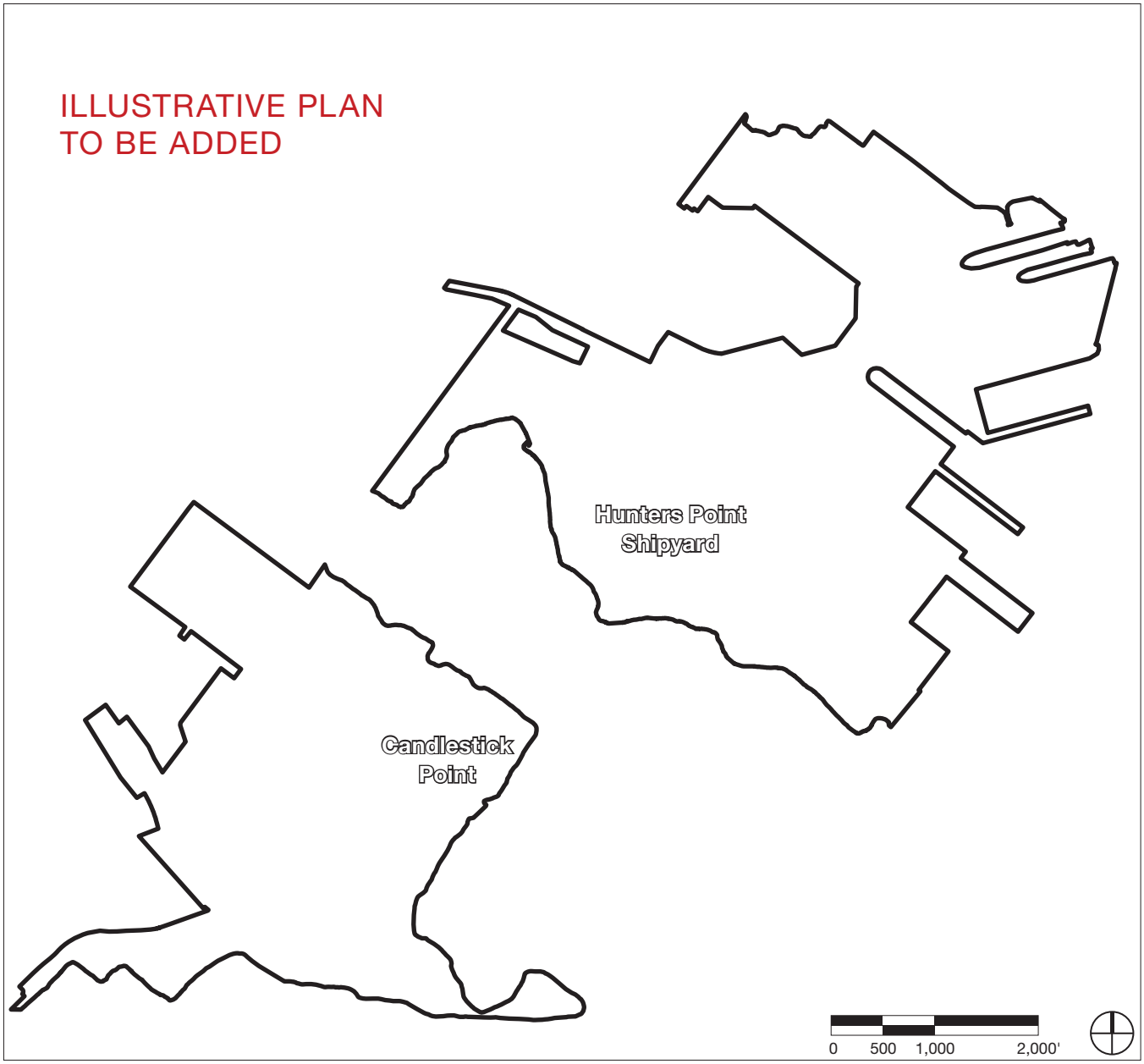


Table 2.1c Development Program – Non-stadium R&D Option

DEVELOPMENT PROGRAM – NON-STADIUM R&D OPTION										
	Residential	Commercial (sq ft)							Community Uses (sq ft)	TOTAL Open Space (acres)
	Units	Neighbor-hood Retail	Regional Retail	Office and R&D	Hotel	Arena	Artists Space	TOTAL Commercial		
Shipyard	NUMBERS TO BE ADDED									
Candlestick										
TOTAL										

2.2 Goals and Objectives

In order to more specifically define the vision for the overall concept for the Shipyard and Candlestick sites, ten goals and objectives have been identified that provide the direction for the overall concept. These objectives should be viewed in the larger context of more specific land use and design standards and guidelines that are made for the Shipyard in Sections 3, 4 and 5.

These objectives, which are discussed in the following pages, are:

1. Location of the 49ers Stadium
2. Density Generates Vitality
3. Open Space and Natural Features
4. Street and Block Connectivity
5. Transportation Network
6. Pedestrian and Bicycle Network
7. Built Environment
8. Urban Placemaking
9. Character Neighborhoods
10. Retail Services

Stadium plaza at Crisp Road.

Dual-use parking.

Community sportsfields.

1. Location of the 49ers Stadium

Providing a new home for the San Francisco 49ers has been a long-standing goal for the Bayview and the City. The stadium is a key feature of the Shipyard and Candlestick Plan. The designated site will be available to the team in the near term while at the same time freeing up Candlestick land to build a new mixed-use neighborhood. As AT&T Park did for Mission Bay, the new 49ers stadium would create an instant neighborhood and regional landmark at the Shipyard, not only as a professional sports venue, but also as a focal point of outdoor recreation – as dual-use parking lots will be available as recreational ballfields on the 350+ days that the stadium is not in use. The operation of the stadium will also become an economic development engine for the neighborhood, creating job opportunities at the stadium and increasing patronage at local retail and dining establishments by sports fans descending on the neighborhood during game days.

The stadium's proposed location on the Shipyard site and the associated standards and guidelines for its design are discussed in detail in this D4D. Additional details of the stadium design would be submitted by the 49ers ownership for review by the City and Agency. Standards and guidelines for two non-stadium options (Housing and R&D) are also provided in this D4D. These address the neighborhood framework and specific element of its program which includes R&D buildings, residential, neighborhood retail, and recreational open space.

Relocation of existing stadium at Candlestick to the Shipyard.

Candlestick mixed-use core including towers and mid-rise.

Mixed-use streets with neighborhood shops and services.

Retail main street with regional retail.

Higher densities allow for related amenities like community parks.

2. Density Generates Vitality

The ultimate vision for the Shipyard and Candlestick is to develop a comprehensive community with a healthy balance of job and housing opportunities along with the accompanying local amenities such as retail shops, good transit service and open spaces, which includes the Bayview/Hunters Point Neighborhood as part of that success. In order for this to happen, a critical mass of residents and jobs are needed to support the desired neighborhood amenities and create a lively appealing community.

The high residential densities proposed by the plan, ranging from approximately 20 to 245 units per acre, along with the significant amount of employment-generating space, will help achieve the critical mass to support the services planned for Candlestick and the Shipyard – public transit, an open space and recreation network, shopping and other community facilities – which are made feasible by virtue of a denser population center.

Equal in importance to sufficient density and a mix of land uses are the physical context and character of the neighborhood at build-out. The plan envisions a high quality environment in which people feel positive, easily oriented, safe and comfortable – where good urban design allows for the required level of density to be achieved at a human scale.

Density of residential and services is clustered around transit stops.

Precedent – Community park.

Precedent – Plaza.

State Recreation Area.

3. Open Space and Natural Features

The plan area has exceptional geographic features that include both the hills and the waterfront vistas for which San Francisco is famous. Bayview Hill and Hunters Point Hill act as bookends framing the western edges of the two sites, which also feature an inland watershed area – the Yosemite Slough – which leads to the South Basin between Candlestick and the Shipyard. The San Francisco Bay surrounds the northern, eastern and southern edges of the plan area, offering the opportunity to introduce new and improved access to existing major public spaces along the entire shoreline from south to north.

The Shipyard and Candlestick plan proposes to enhance the shoreline, the existing Candlestick Point State Recreation Area and other features, notably along the Shipyard's historic dry docks and its ancillary structures. A continuous series of open spaces are proposed along the shore. The plan will also extend the green space from the waterfront into the residential areas to form broad, wedge and rectangular shaped parks that introduce a strong sense of openness and connectivity to the Bay. Other open space linkages to the shore will be created with boulevards extending to the water from parks within inner neighborhoods.

Further description of the general character of the parks and open spaces is contained in Section 3 through 5 of this document, while specific standards and guidelines are addressed in the companion report – 'Parks, Open Space and Habitat Concept Plan'.

Parks and Open Space Illustrative Plan.

Figure 2.2 Parks and Open Space Network

Legend

- New Community Parks
- New Community Park – Final Location May Change
- New and Improved State Recreation Area (within Project Area)
- New City Sports Fields and Waterfront Recreation
- Other – Boulevard Parks/Hillside Open Space/Bay Naturalized Landscape
- Bay Trail
- Yosemite Slough State Recreation Area (outside Project Area)
- Neighboring Parks

Existing Bayview grid will be extended.

Precedent – Bicycle lanes.

Precedent – Boulevard 'Park' Street.

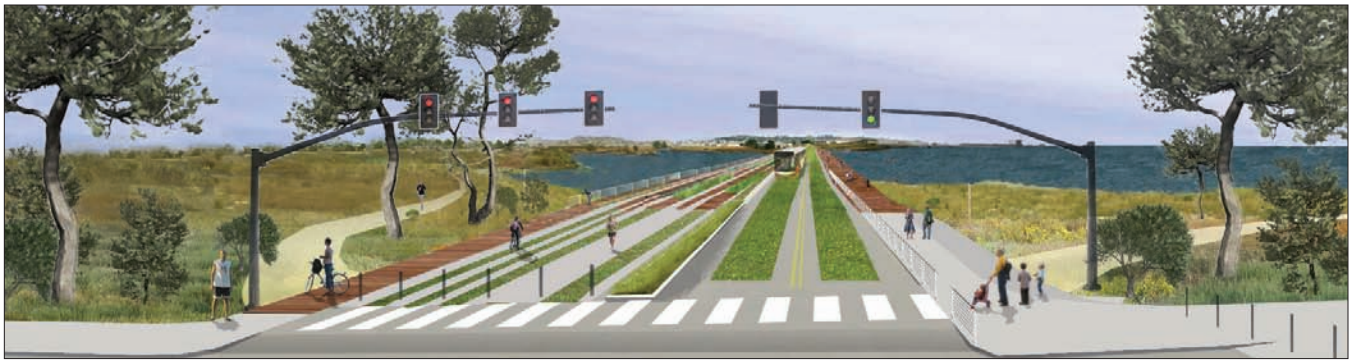
4. Street and Block Connectivity

The Shipyard and Candlestick plan envisions a new community that will become an integral part of the city. This will be achieved, in large part, by the extension of the existing Bayview/Hunters Point Neighborhood street grid pattern into the new development to achieve a strong physical connection between Candlestick and Hunters Point and the adjacent neighborhoods. The new street grid will allow for easy orientation and wayfinding and permit uninterrupted views from public thoroughfares to San Francisco Bay.

New streets will be extensions of the existing Bayview grid; streets will extend to the waterfront Candlestick Point State Recreation Area; paths will connect the streets to the waterfront; and the waterfront will have a new Bay Trail that completes the largest gap in this trail system. A critical element in the network is the connection of Candlestick and the Shipyard, which is achieved by means of a transit and pedestrian bridge over Yosemite Slough. These improvements are shown in Figure 2.3.

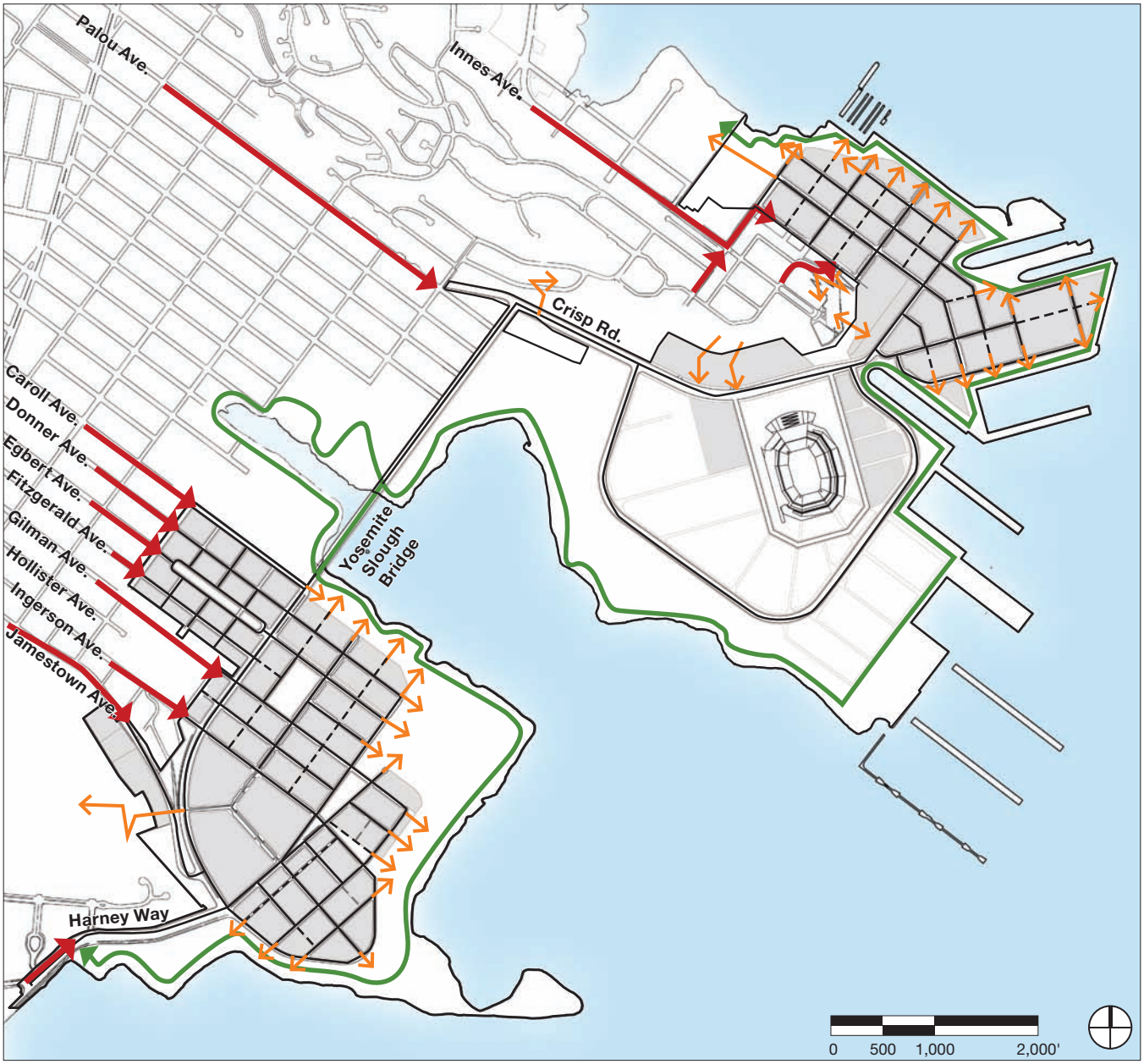
Bayview's existing grid of streets will be extended into Candlestick notably on Jamestown, Ingerson, Gilman, Egbert and Carroll Avenues. The cul-de-sac streets in the Alice Griffith Housing parcels will be removed so that the grid may continue unobstructed south into Candlestick. Harney Way will also be extended into Candlestick. Within the development itself, blocks will be divided by mid-block pedestrian mews or laneways, further promoting connectivity and walkability. At the Shipyard, Innes Avenue will be lined to the grid in the Shipyard North Neighborhood including Galvez Avenue, Robinson Street and Lockwood Street. In the west, Palou Avenue will be linked directly with Crisp, the main gateway street into the Shipyard. Also at the Shipyard, pedestrian trails provide additional connections between the project and HPS Phase I where steep topography precludes viable street connections.

Further description of the general character of the streets is provided in Section 3.2 of this document, while specific standards and guidelines are addressed in the companion 'Transportation Plan' report.



Connection of Bay Trail and Yosemite Slough Bridge.

Figure 2.3 Streets and Path Network



Legend

- Street Connections from Existing Bayview Grid
- Trail Connections
- Streets
- Pedestrian Mews / Vehicular Alleyway
- Bay Trail

Muni bus and BRT.

Precedent – Easily accessible transit stations.

Precedent – Mixed-use development clustered around transit stops.

5. Transportation Network

General Discussion

A vastly improved transportation network, to include both thoroughfares and transit, is essential to successful development at Candlestick and the Shipyard.

The transportation strategy builds upon the MTA's Transit Efficiency Project recommendations for the area, by adding robust new transit facilities. A new Bus Rapid Transit (BRT) system will have its own right-of-way through the community, enabling efficient and predictable travel between BART, Caltrain, the T-Third light rail, the Shipyard and Candlestick.

Transit stops which provide BRT service are located at key intersections in both the Shipyard and Candlestick. Muni buses also provides service at these stops. As shown in Figure 2.4 most new development will be located within a five-minute walk of BRT stops.

The BRT stops will encourage transit oriented development (TOD), meaning a mix of land uses of medium to high density that is compact in form and oriented to the street. By having a compact development pattern, most residents and employees will be able to walk to a stop from home or their place of employment – which can significantly reduce auto trips in the neighborhood. Further, compact development promotes land conservation, which in this case means that almost half of the site can be used as open space for common enjoyment. TOD leads to more urban and vibrant neighborhoods and promotes sustainable city building.

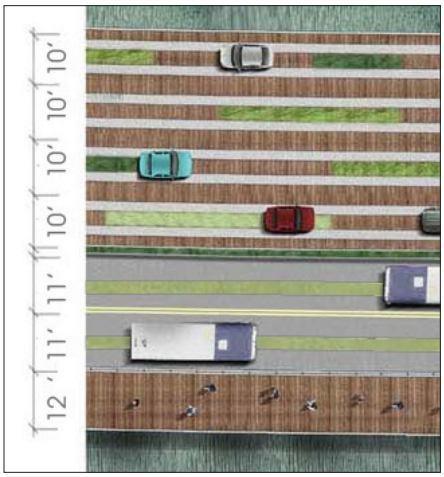
By concentrating a mix of uses with the five-minute walking radius of BRT stops, residents also benefit from convenient access to other important daily needs including jobs, shopping, restaurants and other community services.

Figure 2.4 BRT Route and Walking Radii

Legend

- BRT Route
- BRT Stops and 5 Minute Walking Radius
- Development Area

Typical bridge condition.



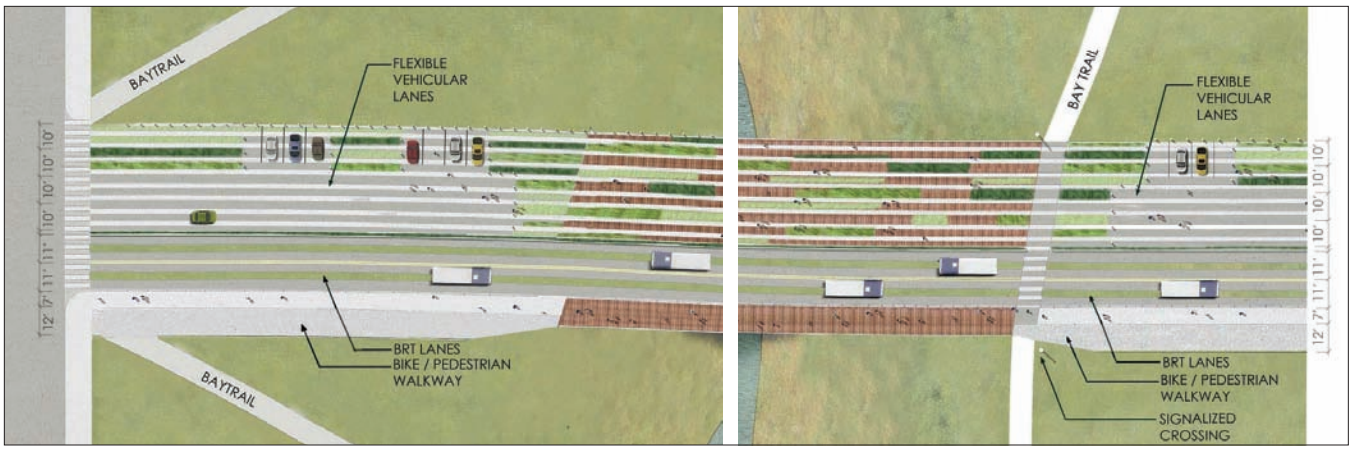
Game day bridge condition.

Yosemite Slough Bridge – Linking the Shipyard with Candlestick

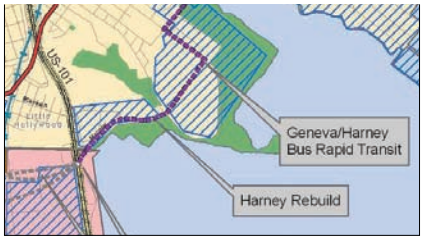
A vital component to the transportation strategy is a convenient linkage between the Shipyard and Candlestick as a significant upgrade to the existing narrow and circuitous route around the Yosemite Slough. The Plan proposes to accomplish this by designating a right-of-way for transit, bicycle and pedestrians connecting the two destinations with an elegantly designed bridge across the Yosemite Slough.

The bridge would introduce a visible expression of the Shipyard and Candlestick's interdependence and offer a direct non-automobile route to the two neighborhoods. The bridge's design qualities, moreover, would become one of the community's identifying features and enable people to enjoy the Yosemite Slough from a new, elevated vantage point.

The Plan proposes that the bridge be limited to pedestrians, recreation uses (such as fishing) and public transportation – with the exception of twelve football game days where automobile traffic will also be allowed. The bridge will play a crucial role in providing efficient, predictable transit that respects and highlights Yosemite Slough as a wonderful ecological resource that defines and links the community's two neighborhoods.



Causeway at Candlestick and Shipyard.



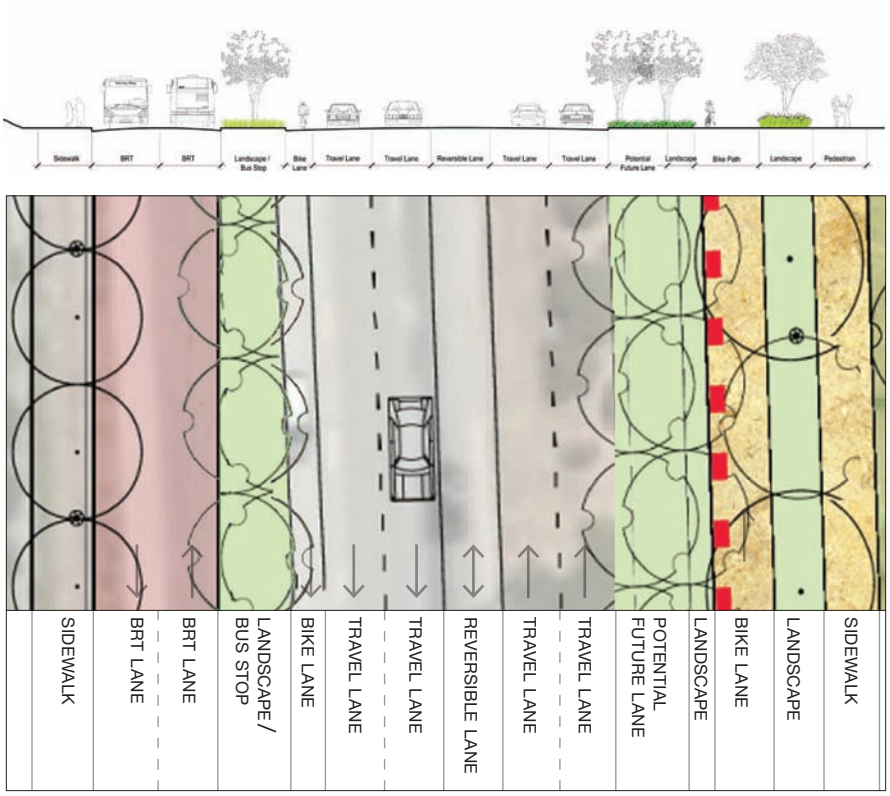
Location of Harney Way.

Role of Harney Way

Harney Way is the main transportation entrance to the existing Candlestick Park. It borders the Candlestick Point State Recreation Area located along the shoreline and is the principal access point to Executive Park, an office complex now emerging as a significant residential neighborhood. Yet the appearance of this roadway has never measured up to its prominence. Harney Way will serve as a vital transportation route for both Executive Park and for the major new shopping and housing development planned for Candlestick.

Harney Way will be rebuilt to accommodate automobiles, bicycles, pedestrians and the planned bus rapid transit (BRT) line. Moreover, it will be recast as a City boulevard with landscaping appropriate to a street bordering a waterfront park. Similar to the bridge proposed at Yosemite Slough, dedicated lanes for the BRT system will be a distinguishing feature. Harney Way's auto lanes and BRT will be separated by a gracious, well-planted median strip.

Taken together, the BRT and median will constitute a desirable buffer between new development and the main roadways. The road will be built and designed as an attractive urban boulevard, providing a welcoming entry and gateway to the new Shipyard and Candlestick neighborhoods.



Harney Way with proposed BRT lanes, bike lanes, pedestrian path, and boulevard median.

Precedent – Pedestrian trails.

Precedent – Generous sidewalks.

Precedent – Class 2 bicycle lanes on arterial and high traffic routes.

Precedent – Class 1 bike trails.

6. Pedestrian and Bicycle Friendly

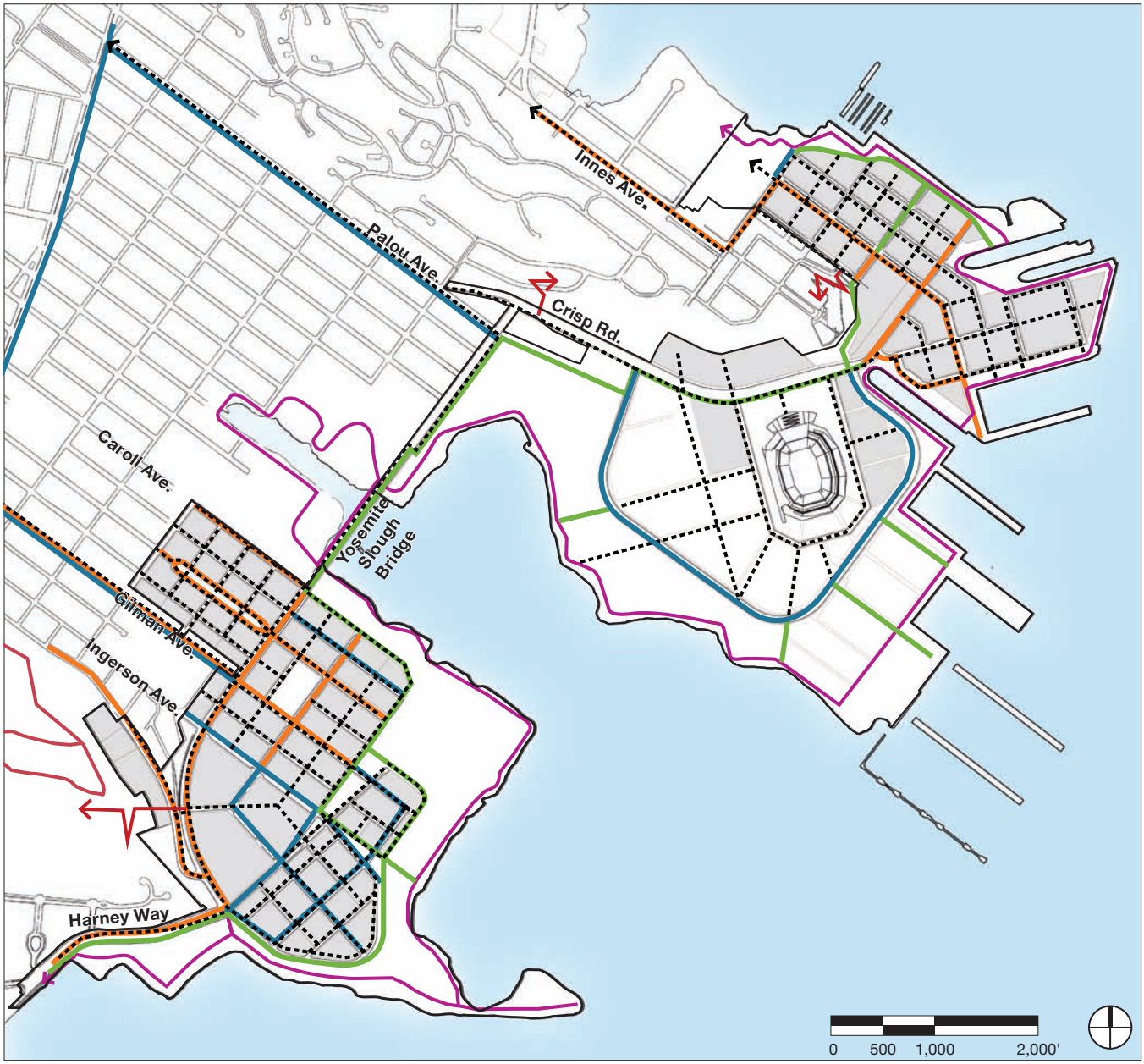
Pedestrian Network

Streetscape design focuses on pedestrian amenities to ensure that all residents can enjoy the streets with comfort and safety. Streets feature short block sizes, bulb-outs at intersections, slow and narrow traffic lanes, street trees, sidewalk plantings, lighting and benches. Boulevard Park Streets and Retail Streets provide additional interest and activities for pedestrians, while the park systems include miles of paths for strolling. Pedestrian mews offer quiet, car-free walks connecting through the heart of the neighborhoods and connect with the park system. Hillside walks connect to hilltop parks and enhanced streetscapes connect with the existing Bayview and the Shipyard neighborhoods. Off-site street improvements along Innes, Palou and Gilman Avenues will enhance pedestrain mobility throughout the Bayview Neighborhood.

Bicycle Network

The street network is designed to provide easy access for cyclists throughout the Shipyard and Candlestick sites with connections to the City's existing and proposed bikeway network and destinations beyond. The San Francisco Bay trail forms a continuous off-street recreation route along the shoreline, connecting the Shipyard with Candlestick. Additional off-street bicycle routes bordering the edges of the urban development and parks provide safe routes for cyclists of all abilities. Neighborhood streets are designed to emphasize slow auto speeds and encourage shared use of the street. Bicycle lanes follow arterial and high-traffic routes. These routes are shown in Figure 2.5. Bicycle racks are provided along the streetscape, with high concentrations near retail, parks, and transit stops.

Figure 2.5 Pedestrian and Bicycle Network



Legend

- Pedestrian Sidewalks and Paths
- Class 1 – Bicycle Facility
- Class 2 – Bicycle Facility
- Class 3 – Bicycle Facility
- Bay Trail
- Park Access Trails

Tower as focal point to public plaza.

Retail streets with continuous storefronts.

Residences with setback for patio, landscaping and unit entrances.

7. The Built Environment

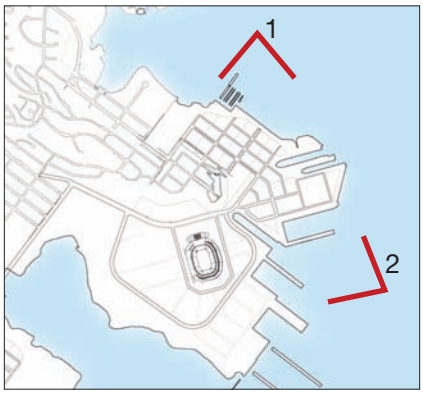
The overall vision places a high value on the public realm as this is the area where people experience the city and neighborhood intimacy. It is through the public realm elements – streets, sidewalks, building façades, adjacent small spaces, parks – that the neighborhoods derive much of their specialness and unique sense of place.

Streets will be more than just a means of mobility. Residential streets will feature landscaping and setbacks serving as a transition between the public and private realms. Street-facing patios, stoops, and primary and secondary entrances to ground floor homes will provide spaces for neighborly interaction while enhancing overall safety. Retail streets will be designed to have a continuous set of storefronts creating vibrant and animated streets, similar to many of San Francisco's neighborhood shopping areas.

The plan has been developed with careful attention given to the location of residential towers, their size, and their relationship to smaller buildings. Towers are placed to create a unified urban form when viewed from a distance. Special care has been taken to adequately separate tall buildings to ensure that streets and open spaces are not overwhelmed, especially by shadows. By including towers in the mix of buildings, housing and density goals can be met and more land can be allocated to open space.

Both residential and commercial buildings will be subject to scrutiny as they proceed through the Agency's design review process to ensure that they respect a human-scaled pedestrian environment and follow the standards and guidelines contained in this D4D.

Residential Streets – street facing entrances and patios within a landscape setback.



1. The Shipyard looking south the boulevard street (Horn Avenue) is framed by mid-rise buildings; towers define important corners in the mixed-use core, and low-rise serve as a transition at park edges.

2. The Shipyard looking northwest the buildings in the R&D Neighborhood frame Spear Avenue and create a strong edge at the waterfront.

Gateway locations reinforced by important buildings and public spaces.

Precedent – Focal Points located at important crossroads.

Landmark – Shipyard crane.

Precedent – Continuous streetwall edges to frame streets and parks.

Precedent – Protect sightlines to the Bay.

8. Urban Placemaking

Unique places will create identifiable character throughout the development.

The development will have visually exciting and memorable places that are linked to the site's people, history and physical character.

Several elements provide the catalyst for creating unique and diverse places, including the strong influence and pull of the waterfront and the vast open spaces that surround the site, including the Bay, Candlestick Point State Recreation Area and the Bayview and Hunters Point Hills. These elements can be reinforced and woven into the fabric of the neighborhood through a number of urban design applications.

Gateways

Major entrances to the development, considered gateway locations, should be marked by significant architecture and public realm treatments to reinforce their importance. Entrances at the Shipyard include; Innes, Palou and Crisp and a possible ferry terminal at the south end of Drydock 4. Entrances to Candlestick include Harney Way in the southwest and several Bayview streets to the west notably Carroll, Egbert and Gilman.

Focal Points

Several important focal points occur at the intersection of key streets, pathways and open spaces. Accordingly, the buildings and civic spaces at these locations should be of significant scale and stature. Focal points at the Shipyard include the points where dense urban development meets the drydocks. At Candlestick the most significant is at the intersection of the two wedge-shaped parks and the two retail streets (Harney and Ingerson). This location marks the confluence of the parks, retail streets, and the center of the tallest buildings. Other secondary nodes that should be acknowledged are the main intersections along the retail streets and the BRT stops.

Significant Features

Significant features should be reinforced by building or landscape landmarks. Significant features at the Shipyard include the re-gunning crane, the Hillside, the drydocks, and the piers and will ultimately include the new stadium. Significant features at Candlestick include the Candlestick Point State Recreation Area spit which itself is a visual terminus of Ingerson Street, the corner of the Candlestick Point Center which marks the terminus of both wedge-shaped parks, and Bayview Hill.

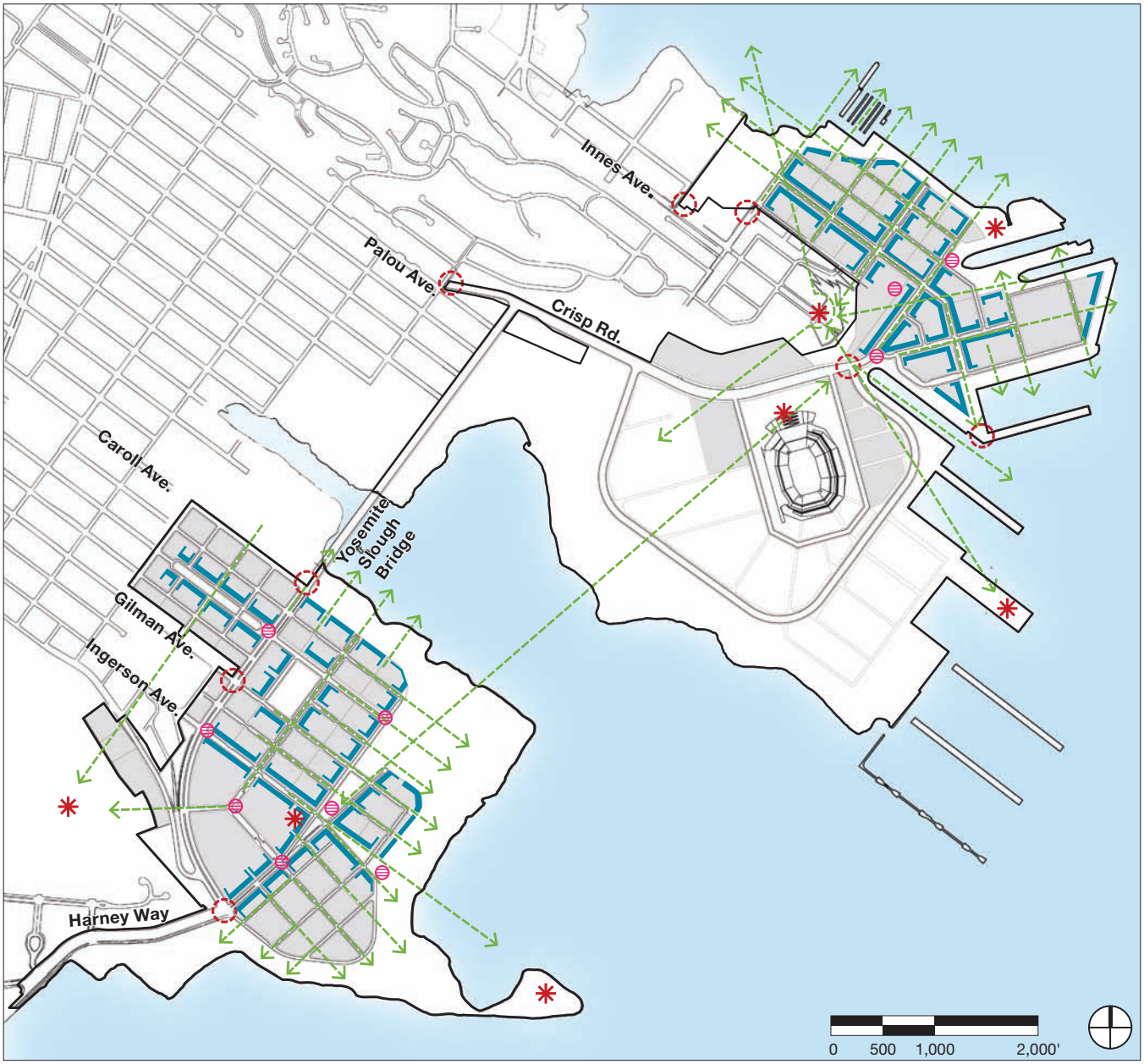
Edges – Streetwall and Park

Continuous building streetwalls should frame all parks and streets in order to create 'outdoor rooms' for these public spaces. Wider spaces can have proportionally taller buildings. Edges between the community and the waterfront parks should be clearly delineated, either by continuous public paths or public roads.

Sightlines and Viewsheds

Sightlines from the community to the Bay and other important landmarks should be maintained and reinforced. These include connections to the larger landscape: between the Shipyard and Candlestick and from the Shipyard to downtown. At the Shipyard, the viewshed from the top of Hillside Park (HPS Phase I) should be protected. Sightlines can be created with streets, lanes, pedestrian mews and parks.

Figure 2.6 Urban Placemaking



Legend

- Gateway
- Focal Point
- Significant Feature
- Edge – Streetwall and Park
- Sightline and Viewshed

Shipyard North.

Shipyard South with Stadium.

Alice Griffith at Candlestick.

Candlestick Center.

9. Character Neighborhoods

Neighborhoods will be defined by unique characteristics including identifiable parks, streets and building types.

The Shipyard and Candlestick have nine character neighborhoods. Each will have a distinctive mix of uses, building typologies and public realm attributes with a broad range of amenities within close walking distances of homes and workplaces. Easily identifiable characteristics will be found in each neighborhood – which will have either a predominantly residential or a commercial/employment orientation.

Character neighborhood design principles are described below. Specific descriptions, standards and guidelines for the Shipyard neighborhoods are found in Section 5 of this D4D. Candlestick specifics are provided in the Candlestick Point D4D (under separate cover)

Character Neighborhoods Design Principles

Range of uses within close proximity: Each character neighborhood contains a range of uses to enable daily activities to be accomplished within an easy walking distance from home or work. A mix of uses also contributes to a vitality and flexibility to a neighborhood, allowing a range of activities to activate place.

Coherence: Each character neighborhood will have coherence – an easily identifiable identity and sense of commonality. Identifiable local neighborhoods enable individuals to participate in community life and in maintaining and improving their immediate surroundings by establishing a sense of ownership. Coherence can be achieved by the creation of distinct centers, edges and nodes.

Scale: To be understandable and manageable, character neighborhoods are limited in scale. The pedestrian shed, an approximate 5 to 10 minute walking distance, is a good guide. Character neighborhoods are sized to encourage community identification and management but still be large enough to encompass the variety of activities envisioned for these neighborhoods.

Variety: Each character neighborhood will have a variety of uses, spaces, housing types and tenures and workplaces. Character neighborhoods will not be defined by homogeneity but rather be interesting places with a fine-grained texture unified by well-defined common themes.

Mix of Public and Private Space: Each character neighborhood will be built up of both public spaces – parks, community spaces, streets and private spaces – homes, workplaces, shops, providing places for both community and private life. The specific mix and makeup, and strategies for interfacing the private and public realms will be specific to the individual character neighborhood.

Figure 2.7 Character Neighborhoods

Legend

1	Shipyard North	6	Candlestick North
2	Research and Development	7	Candlestick Center
3	Shipyard Village Center	8	Candlestick South
4	Shipyard South	9	Jamestown
5	Alice Griffith		Waterfront Open Space

Candlestick interior streets.

Neighborhood restaurant.

10. Retail Services

The Bayview Hunters Point Neighborhood has been served by only limited retail services on Third Street for decades. Now, with 10,500 residential units planned for Candlestick and the Shipyard (plus an additional 1,400 homes underway at the already approved Phase I of the Shipyard) and another 2,800 units emerging at nearby Executive Park, a significant opportunity exists to fill this long-standing need. A large shopping center is planned in the Candlestick site. The center accomplishes four important objectives: 1) it meets a retail demand in the City's southeast sector; 2) it helps to generate revenue needed in order to build the community's infrastructure; 3) it offers many job opportunities for residents and; 4) it will become the town center for this extensive new community.

The Candlestick Center Neighborhood described in Section 3, includes 760,000 sq ft of neighborhood and regional retail space, as well as a performance arena. The anticipated design is decidedly in contrast to a conventional suburban mall. Shops will line two pedestrian orientated main streets – Ingerson and Harney Way. Additional interior streets, walkways and plaza areas are proposed to emphasize the Center's pedestrian nature. Housing, offices, a hotel and entertainment uses are also planned in the neighborhood to reinforce the mixed-use character.

At the Shipyard retail will be orientated to the neighborhood in a main street configuration on Fisher Avenue. It will have a unique overlay of character provided by the blending of artists studios that are planned for the area. An additional 9,000 sq ft of retail will be located along the southern Fisher Avenue extension in the non-stadium option, supplementing the approximate 125,000 sq ft of retail to the north on Fisher.

Candlestick's mixed-use center at the corner of Ingerson Avenue and Harney Way.

Precedent – Native and regionally appropriate planting on the streets.

Precedent – Green architecture.

Precedent – Storm water management practices.

Precedent – Green roofs help mitigate storm water runoff.

2.3 Sustainability Design Principles

Note: The general intent for the sustainability strategy is described below. For detailed standards and guidelines consult the companion 'Sustainability Plan'.

Sustainability Plan Vision

The project's sustainability vision statement is the following:

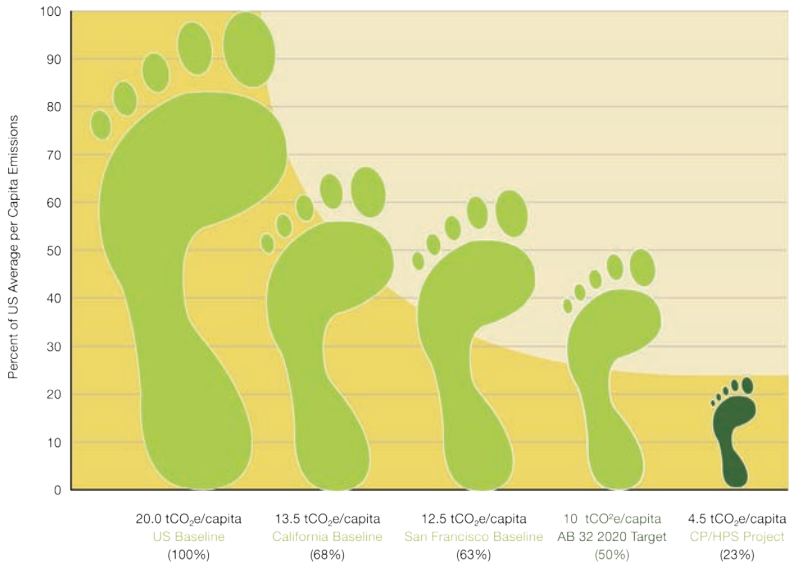
The Candlestick and Shipyard will be a neighborhood that is vital, accessible and integrated into the San Francisco Bay area. It will provide opportunities for residents to live, recreate, earn a living wage, obtain a good education, and raise a family in a safe, affordable and healthy environment.

The Candlestick and Shipyard projects will be a model of sustainable urban design that stimulates the local clean technology economy, and addresses global environmental challenges such as climate change, rising energy costs and increasing water scarcity.

A comprehensive sustainability strategy has been developed for Candlestick and the Shipyard to demonstrate how the project will provide the Bayview community with amenities that they have not historically enjoyed: opportunities for local jobs at all skill levels, local retail options, a safe walkable community, and a variety of parks and open spaces.

The sustainability strategy also describes measures that will minimize the impact of the development on local infrastructure, resources and the environment, and measures to preserve the unique culture and diversity that defines the area. Project sponsors will apply for and aspire to obtain a LEED–ND Gold certification for the entire Candlestick and Shipyard community.

A detailed Sustainability Plan has been prepared and is a companion document to this D4D. Its main points are summarized by the following seven sustainability focus areas.



- Economic Vitality
- Resource Efficiency
- Community Identity and Cohesion
- The Environment
- Public Wellbeing and Quality of Life
- Accessibility and Transportation
- Advanced Information Communication Technology

Sustainability Focus Areas

The following are seven focus areas for sustainability objectives at the Candlestick and Shipyard Projects.

1. **Economic Vitality and Affordability.** Enhance the competitiveness of the region and restore the vitality of the Bayview by fostering a vibrant local economy and supporting a mixed-income community.

2. **Community Identity and Cohesion.** Create a strong sense of community by integrating the new neighborhood with the rich culture and diverse history of the existing neighborhood.

3. **Public Well-being and Quality of Life.** Provide a healthy and safe neighborhood with sufficient community facilities, parks, essential services and public spaces to engender a high quality of life for residents of all ages and abilities.

4. **Accessibility and Transportation.** Significantly improve accessibility to the site and reduce traffic impacts on the surrounding area; promote walking and cycling as the primary modes of transportation within the development.

5. **Resource Efficiency.** Implement a whole-systems approach to energy conservation efficiency and sustainable supply that minimizes the need for fossil fuels.

   Significantly reduce greenhouse gas emissions by residents and businesses.

   Provide an integrated urban water system that achieves maximum synergy between the three core water disciplines: potable water, wastewater, and storm water and enables the community to live within its natural water budget.

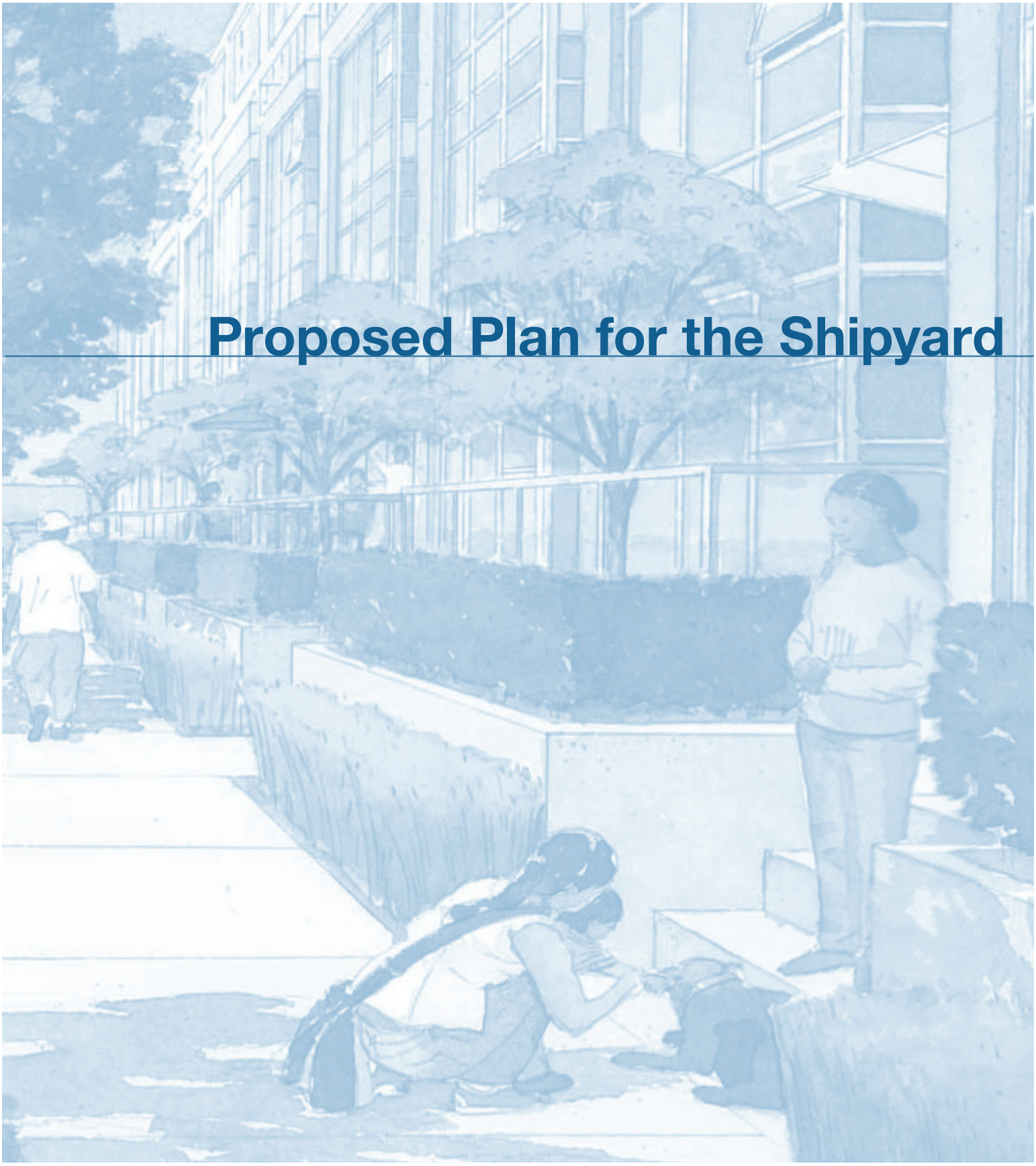
   Reduce, reuse and recycle appropriate solid waste materials, with a special emphasis on reusing construction materials and recycling organic wastes in an effort to divert waste from landfills.

6. **Environment and Habitat.** Protect and, wherever possible, enhance parks, natural habitats, soils, water bodies, air and climate.

7. **Utilize Advanced Information and Communications Technologies (ICT).** Integrate Information and Communications Technologies (ICT) such as smart grid and cellular broadband infrastructure into the development to allow residents to better manage energy and water resources, bolster local economic activity, improve access to real time information, and facilitate community communications and activity.

3

Proposed Plan for the Shipyard



3.1 Plan Structure and Program

Stadium Option

Vision

The vision for the redevelopment of the Shipyard is for a compact, mixed-use community that is an extension of the existing Bayview community including HPS Phase I. This, in combination with the planned development at Candlestick will create a significant new focal point for southeastern San Francisco.

The Shipyard will be comprised of several unique neighborhoods, each characterized by local influences, such as the arts community, a research and development hub, the 49ers, and the site's waterfront. The neighborhoods will be woven together and to the larger community by a large open space system comprised of a continuous waterfront park, new City parks and various greenways and trails.

In the event that the 49ers elect not to relocate to the Shipyard, two non-stadium options (Housing and R&D) have been developed and are described in this section.

Land Use Districts

The Shipyard Plan establishes Land Use Districts within the Shipyard. Allowable land uses within each of those Land Use Districts are set forth in the Shipyard Plan. The Land Use Districts established by the Shipyard Plan are shown in Figure 4.1.

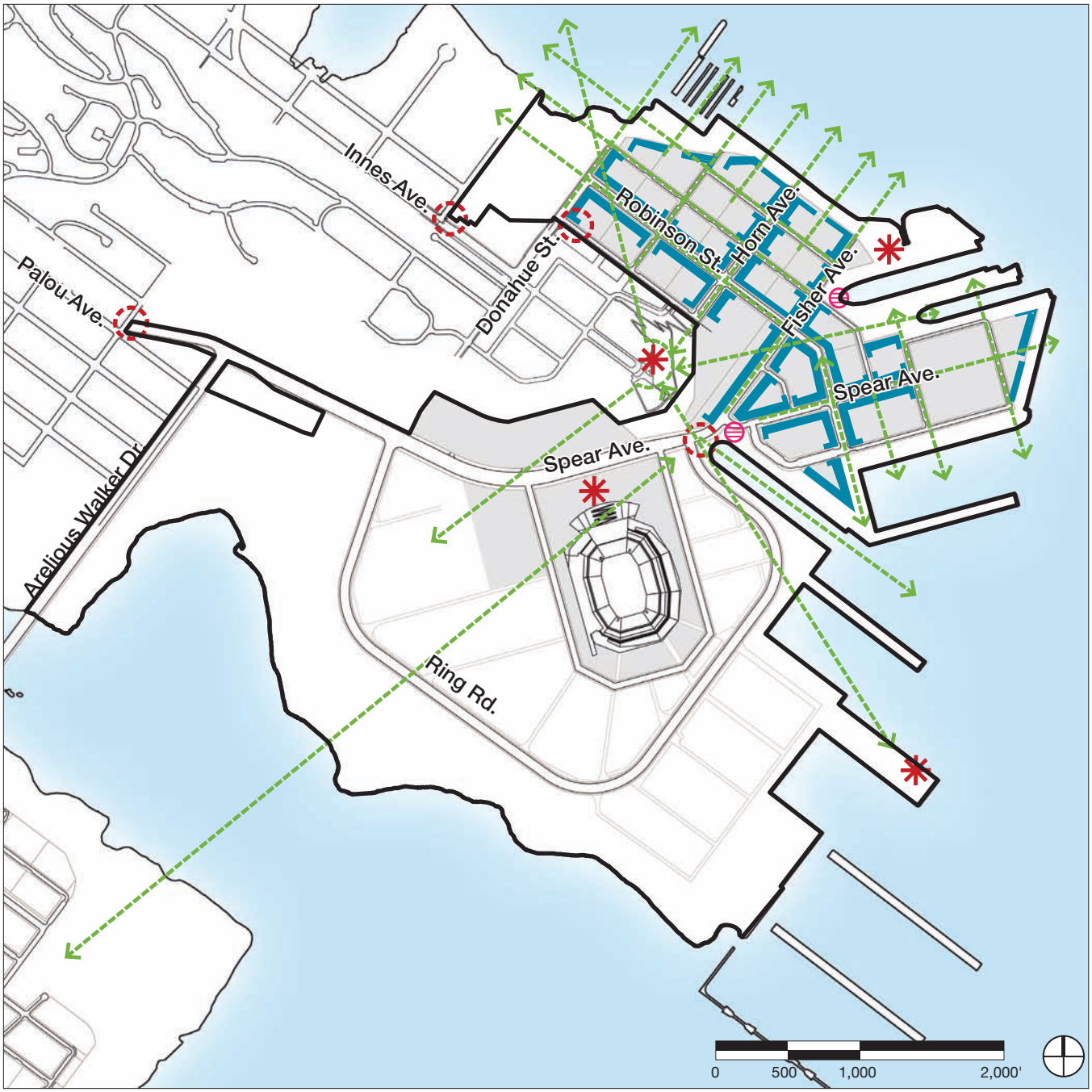
The land uses proposed for the Shipyard include a substantial waterfront open space network, mixed–use (residential or office above retail), residential housing, neighborhood serving retail, a major research and development campus (office or light industrial space), a developed artist colony, community services and a new NFL stadium surrounded by dual-use turf.

Urban Form

The overall urban form – the pattern of streets, blocks and open spaces – is configured in such a way as to link the center of the site to the shoreline's open space and views. The physical linkage is achieved by providing new parks at the inland terminus of the dry docks, while the visual linkage is achieved through the perpendicular orientation of the streets to the shoreline. The objectives are shown in Fig 3.1, Urban Form.

The street and block pattern is fine-grained, similar to other San Francisco neighborhoods, and is augmented by mid-block breaks (pedestrian mews and vehicular laneways) in a strategy to further reduce block scale while

Figure 3.1 Urban Form



Legend

- Gateway
- Focal Point
- Significant Feature
- Edge – Streetwall and Park
- Sightline and Viewshed

increasing mobility, and protecting or improving sightlines.

Within blocks, buildings are massed in a way that creates a streetwall to frame important streets and open spaces while protecting views and sunlight. Blocks with lower density building forms are located near the waterfront, while medium density forms are located at the base of the HPS hill, at the edge of the park/boulevard street and in the vicinity of Fisher Avenue, reinforcing this area as the center of the community.

Individual buildings are programmed and proportioned to enhance their appeal at the pedestrian level by way of clearly defined building bases that contain active uses. This includes an extensive setback zone for the provision of ground oriented patios, residential entrances and landscaped transition areas between the private and public realms.

Residential housing will be in a variety of forms and densities, including tuck-under townhomes, liner (podium) townhomes, low-rise, mid-rise, and high-rise tower buildings. Blocks with lower density building forms are located nearest the shoreline and parks. Higher density forms are located near important nodes at the center of the community.

Most parking will be located in structures embedded within buildings. Additional convenience parking will be located on many streets. Surface parking is not contemplated other than for the stadium area. At the stadium, a portion of parking is structured and hard-surfaced, while the majority is surfaced with dual-use turf so that it can be utilized as community sports fields on non-event days.

Transit opportunities will be provided by a bus rapid transit (BRT) system and Muni transit buses that connects to the Caltrain and the 3rd Street light rail systems. The transit stops for these systems serve as the major focal points for intensified retail, office and residential development.

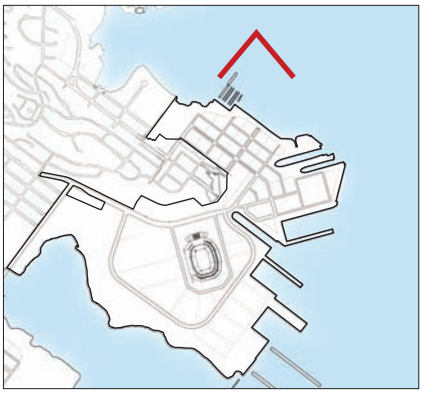
Program

The overall program for the Shipyard has been established with the following maximum development build-out: 2,650 residential units; 125,000 sq ft of neighborhood-serving retail; 2.5 million sq ft of research and development space; 255,00 sq ft of artists space; 50,000 sq ft of community uses; a 69,000 seat NFL stadium with associated parking; and extensive parks and open spaces including a community sports field complex and a contiguous waterfront park system that stretches across the entire site and integrates with planned waterfront open spaces at India Basin in the north and Candlestick in the south.

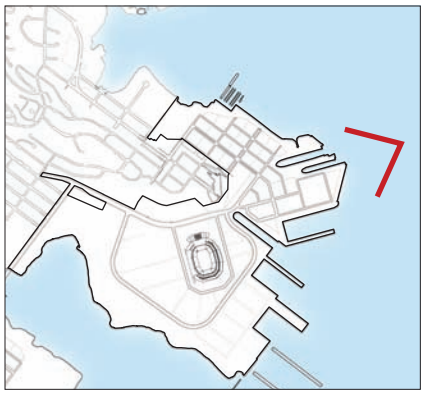
Figure 3.2a Illustrative Site Plan – Stadium Option

Legend – Building Types

- Mixed-use
- Retail/Commercial
- Low-rise Residential
- Mid-rise Residential
- High-rise Residential
- Research and Development
- Community Use



The Shipyard looking south – Shipyard North in foreground, Village Center and R&D to left, Shipyard South (Stadium) in background.



The Shipyard looking to the west – R&D in center foreground, Stadium to the left, mixed–use core and residential to the right.

Non-stadium Housing Option

Vision

In a non-stadium option where the San Francisco 49ers elect not to relocate to the Shipyard, the vision for redevelopment of this area, as shown in Figure 3.2b, is for an extension of the mixed-use neighborhoods located to the east. Development will be intensified around Crisp / Spear, Drydock 4 and Fisher Avenue with a combination of R&D, residential and mixed-use (residential above retail) buildings. Further west and south the intensity of development will reduce and finally give way to vast sports fields and other open spaces.

Urban Form

The plan is structured around the key streets Spear, the north side being dominated by R&D buildings, and Fisher, which will be a continued mixed-use street with retail at-grade. Fisher Avenue terminates at a civic park that is focused directly on the large re-gunning crane near the water's edge. This park and a wedge-shaped park that extends sightlines from the termination of Fisher Avenue to Candlestick form the main open space system that structures the residential precincts in this neighborhood. Separated from the residential by a boulevard street, an R&D precinct fronts the south side of Spear at the western boundary of the neighborhood.

Buildings range in height to a maximum of 85 ft. Taller buildings are located on Spear and the boulevard street that connects Spear to the civic park. Mid-size buildings frame this park, the most central portion of the wedge park and the edges along Drydock 4. The shortest buildings are located at the edges of development as a transition to open spaces to the west and south.

Program

The program for this neighborhood provides additional R&D, retail, residential and community uses to complement development on the east side of the Shipyard. It includes an additional 500,000 sq ft of R&D to bring the total at the Shipyard to 3.0M sq ft; an additional 1,625 residential units to a total of 4,275 at the Shipyard. There is no additional retail in the non-stadium option; the 125,000 sq ft will be spread between the west and east portions of Fisher Avenue. Community uses are also unchanged at 50,000 sq ft.

Figure 3.2b Illustrative Site Plan – Non-Stadium Housing Option

Legend – Building Types

- Mixed-use
- Retail/Commercial
- Low-rise residential
- Mid-rise residential
- Research and Development
- Community Use

Non-stadium R&D Option

TEXT TO BE ADDED

Figure 3.2c Illustrative Site Plan – Non-Stadium R&D Option

SITE PLAN TO BE ADDED

Legend

Neighborhoods

The Shipyard will consist of four distinctive neighborhoods: Shipyard Village Center, Shipyard North, Shipyard R&D, and Shipyard South (see the Illustrative Site Plan – Figure 3.1). A general description of the neighborhoods follows, while specific standards and guidelines are contained in Section 5.

Shipyard North

The Shipyard North Neighborhood is the primary residential area at the Shipyard. Adjacent to the Village Center, the Shipyard North is comprised of mostly low-rise buildings particularly along the waterfront promenade, with mid-rise buildings framing the central Park Street (Horn Avenue), and a signature high-rise tower along the Fisher retail main street. Between Robinson and Galvez there is a grade change of some 20 ft where buildings will step with the grade in order to minimize exposing parking or foundations. The neighborhood has a significant waterfront park at its northern edge while its southern edge abuts HPS Phase I's Hilltop development. Horn Avenue will connect these developments, as will an existing pedestrian path.

Park Street with Bay views in Shipyard North.

Shipyard Village Center

The focal point of the Shipyard will be the Fisher Avenue mixed-use neighborhood, known as the Shipyard Village Center. Located to the north of Dry Dock 4, at the foot of the Hunters Point Hill, the area will have one of the largest artists collective on the West Coast, located in a renovated Building 101 and a possible replacement building north of Building 101. In addition, retail and commercial buildings line Fisher Avenue with residential low-rise above. The site may also accommodate a new Arts Center, further establishing the neighborhood's cultural significance. The open space network connects to Hilltop Park, Bay Trail, and associated Maritime Heritage Park.

Artists Plaza in Shipyard Village Center.

Research and Development (R&D)

The Research and Development Neighborhood further adds to the Shipyard Village Center's vitality, creating what will be a regional research park devoted to emerging sustainable technologies. Research buildings comprise the majority of the district, fronting the open space on all sides while framing Spear Avenue. The neighborhood is bound by Fisher Avenue to the north – the Shipyard's retail main street. Commercial and retail buildings line Fisher Avenue, with the possible inclusion of a grocery store serving residents and businesses. Residential low-rise and one high-rise tower sit atop the retail uses, helping to frame and animate the street. The Maritime Heritage Park is a central component of the open space within this neighborhood and the Shipyard as a whole, with its emphasis on the historic Dry Docks 2 and 3, and their associated pump–houses. A transit center located along Spear Avenue is the terminus for the bus rapid transit (BRT) system and Muni transit buses that will connect the Shipyard to the Caltrain and the 3rd Street light rail systems. Additionally a public marina will be developed at the southern edge of the neighborhood, and a public ferry terminal is contemplated for the eastern corner of Drydock 4.

Conceptual catalyst project for the R&D area.

Shipyard South – Stadium Option

Shipyard South is proposed to have a new 69,000 seat NFL stadium for the San Francisco 49ers. The stadium, together with the historic re-gunning crane, are proposed to become two of the most recognizable built features in San Francisco. Surrounding the stadium is a dual-use parking lot, serving as parking on game days and community sports fields the remainder of the year. The stadium has a grand plaza fronting Spear Avenue, engaging the street.

Across from the stadium are 500,000 sq ft of research and development buildings which complement the research park within the Shipyard R&D Neighborhood. Additional sites along Crisp Road and Spear Avenue are allocated for community uses.

Stadium plaza at Crisp Road in Shipyard South.

Shipyard South – Non-Stadium Housing Option

In the event the 49ers elect not to relocate to the Shipyard, the Shipyard South Neighborhood will be mixed-use, comprised of a blend of residential housing, research and development buildings, neighborhood retail, and parks and open space.

The focal point of this neighborhood is the western extension of Fisher Street which will be framed by mixed use buildings. Research buildings will be grouped on both sides of Crisp Road, the primary street serving the Shipyard from the west. Fine-grained blocks and buildings will surround two parks – a wedge shaped park that mirrors and visually links with the park at Candlestick, and a rectangular boulevard park that frames the view axis to the historic re-gunning crane.

Residential near drydock waterfront.

Shipyard South – Non-Stadium R&D Option

TEXT TO BE ADDED

IMAGE TO BE ADDED

Title.

Precedent – Residential patios and stoops.

Precedent – Blend of transportation modes.

Precedent – Pedestrian mews.

Precedent – Animated street edges.

3.2 Public Streets

Note: The general intent for the Shipyard's street design and hierarchy is described below. For detailed design information, standards and guidelines refer to the companion 'Transportation Plan.' This document will set initial guidelines for a future 'Streetscape Plan' that will eventually regulate development of streetscape elements.

While the Shipyard street network is designed for the efficient movement of people and goods throughout and beyond the community, the street network is also an important component of the public realm and community character. Streets are a central element in creating safe and enjoyable neighborhoods. In keeping with the City and County of San Francisco's Transit First, Complete Streets, and Better Streets policies, the street system is designed to: prioritize walking, bicycling, and transit use; support the use of streets as public spaces for social interaction and community life; and be green spaces that enhance the City's ecological function.

An important feature of the streets network is the inclusion of mid-block breaks, which may be developed as either pedestrian mews or vehicular laneways. The breaks further reduce the scale of the blocks allowing for greater pedestrian movement through the community. A waterfront path will be contracted within the park areas that will create an additional pedestrian and bicycle linkages around the development.

Streets are designed for:

Pedestrians, Bicycles, and Transit – Small block sizes centered on a dense, compact development pattern of mixed-use transit nodes creates short walking distances, while extensive bicycle routes create a desirable alternatives to the automobile;

Public Life and Community Identity – Streets are designed as outdoor rooms with attractive places to sit, stop, gather, and play. They provide opportunities for neighbors and visitors to meet one another, creating a vibrant community-oriented neighborhood experience. Unique plantings, furnishings, and public art create distinct and memorable neighborhood identities;

Safety – Major roadways and intersections are designed to be highly identifiable and include bike lanes and high visibility signage. Residential streets incorporate traffic calming measures such as curb extensions, raised crosswalks, tight corner radii, street trees, narrow lanes, short blocks, and other appropriate measures including bulb outs at street crossings.

Urban Ecology – Streets are part of the city's 'green infrastructure.' Street trees and plantings are used to help regulate climate, control storm water, cleanse air and water, and provide habitat;

Efficiency – A hierarchy of street types allows for the efficient movement of people and goods along designated priority corridors. Certain streets will allow for high-degrees of movement and increased speeds where the majority emphasize calm and control.

Precedent – Sidewalks with street trees.

Precedent – Bicycle lanes incorporated into roadway.

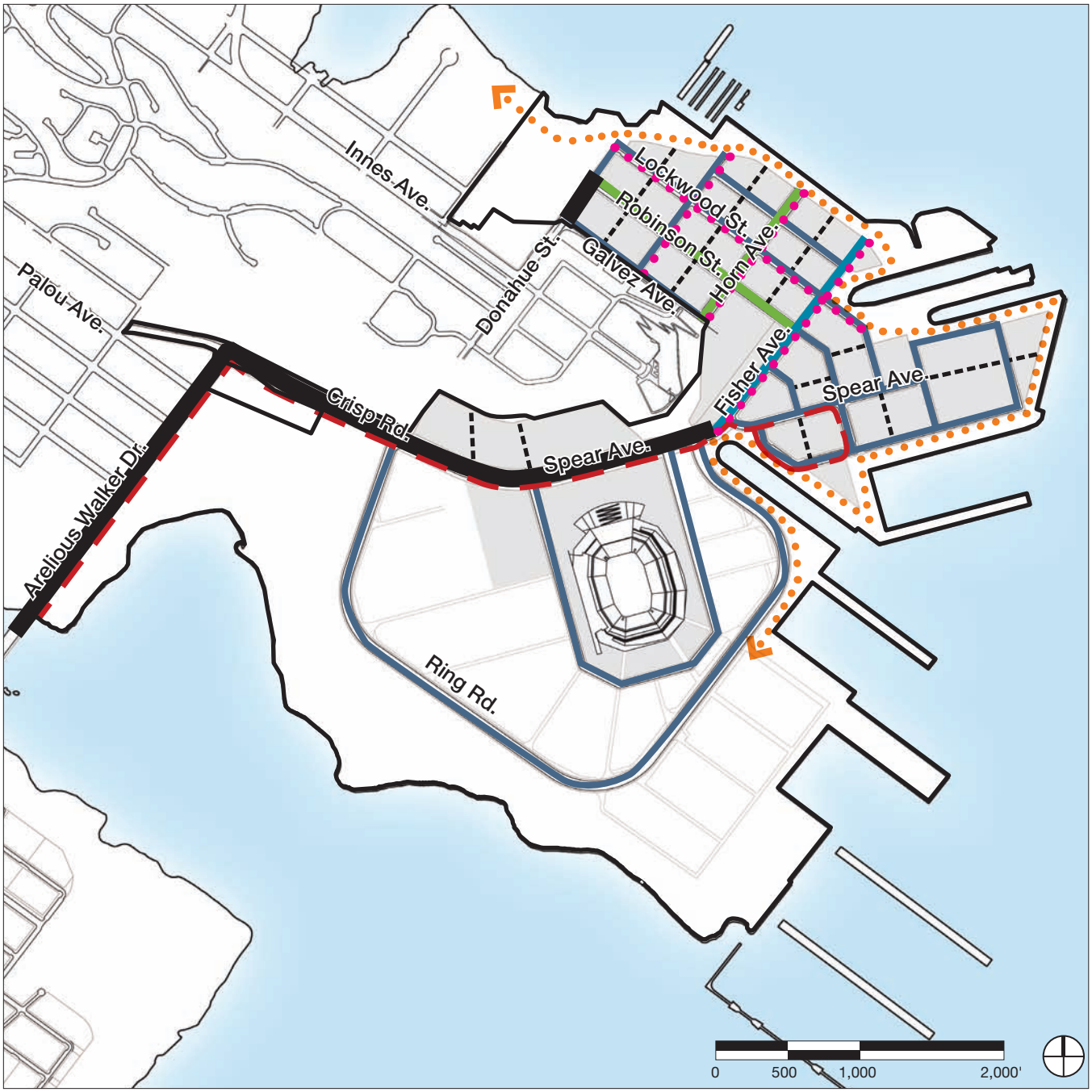
Precedent – Bioswale storm water garden.

The creation of diverse street types, from quiet residential streets, to retail main streets, enhances the character of each region of the plan, facilitating wayfinding and promoting sense of place.

General public street categories include retail streets, boulevard park streets, local streets and the mid-block breaks – public easements over private property which may be developed as either pedestrian mews or vehicular alleyways. The location of these streets is shown in Figure 3.2, while their envisioned character is shown on the following pages.

Within each of these broad street categories, there is further variety in form, scale, and character. This detail is explained in several documents. The street's edge condition – how the street is framed by buildings – is described in Section 4 of this document. The public roadway, including specific lane and sidewalk widths, is described in the companion 'Transportation Plan'.

Figure 3.3a Public Streets Network – Stadium Option

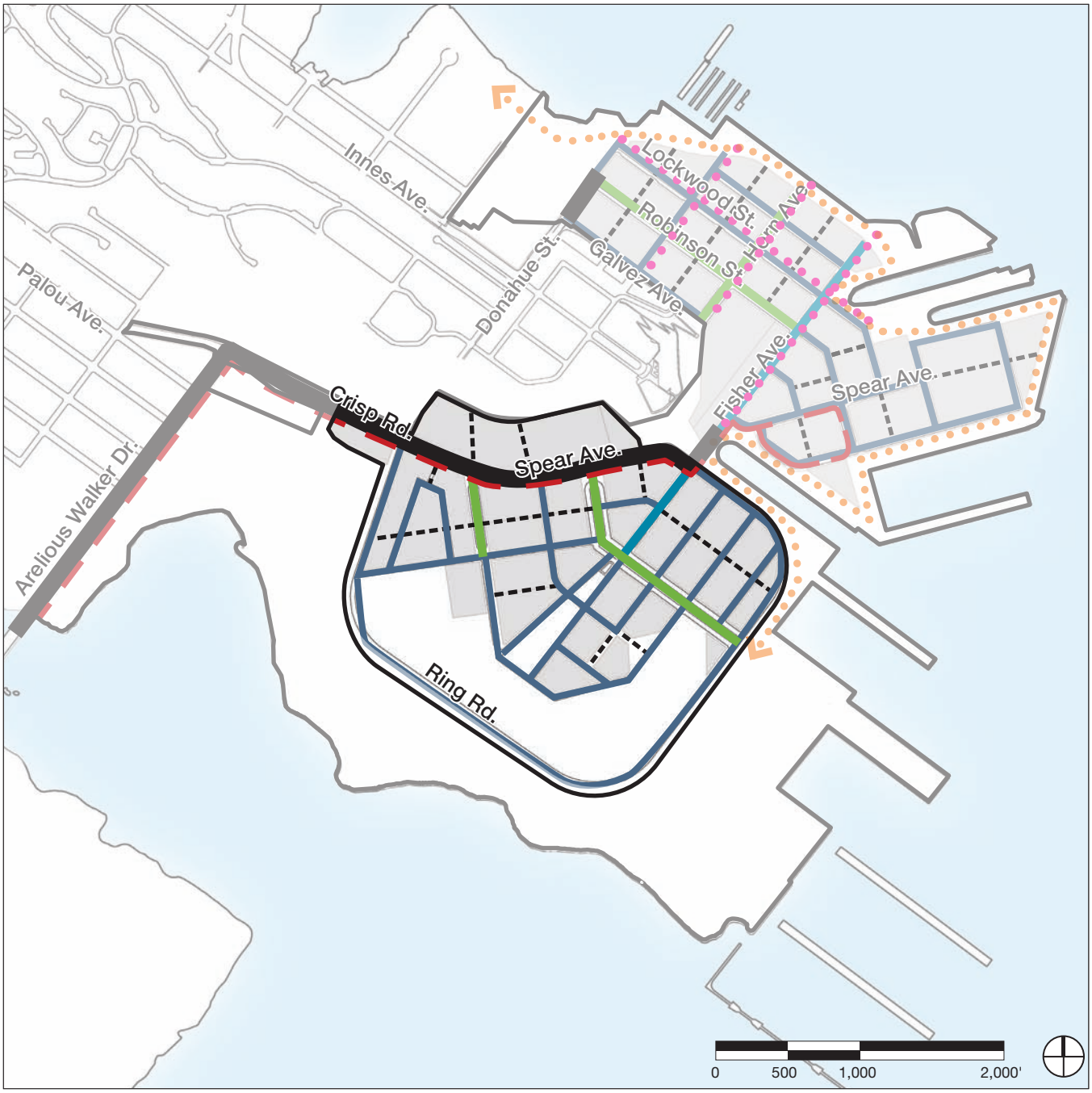


Note: Map is conceptual; specific street information is contained in the Transportation Plan.

Legend

- Primary Arterial
- Retail Street
- Boulevard 'Park' Street
- Local Street
- Mid-block Break (Public easement over private parcel.)
- BRT Route
- Waterfront Path
- State Trust Street
- Development Block

Figure 3.3b Public Streets Network – Non-Stadium Housing Option



Note: Map is conceptual; specific street information is contained in the Transportation Plan.

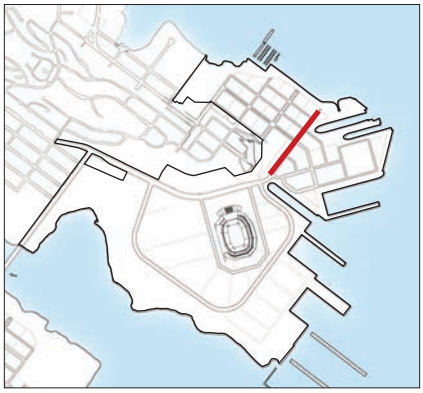
Legend

- Primary Arterial
- Retail Street
- Boulevard 'Park' Street
- Local Street
- Mid-block Break (Public easement over private parcel.)
- BRT Route
- Waterfront Path
- State Trust Street
- Development Block

Figure 3.2c Illustrative Site Plan – Non-Stadium R&D Option

SITE PLAN TO BE ADDED

Legend



Location of retail street.

Precedent – Patio areas on retail street sidewalks.

Precedent – Generous sidewalks with street trees for pedestrian priority.

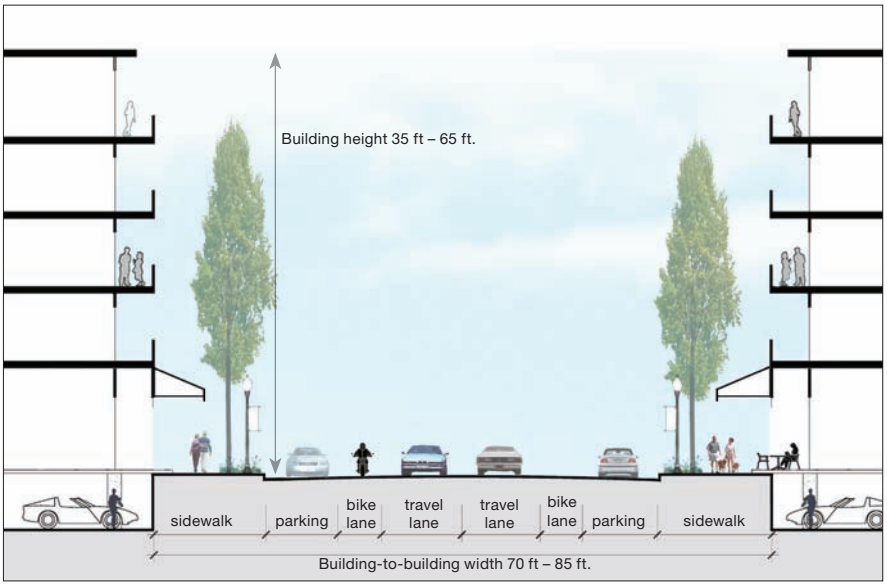
Legend

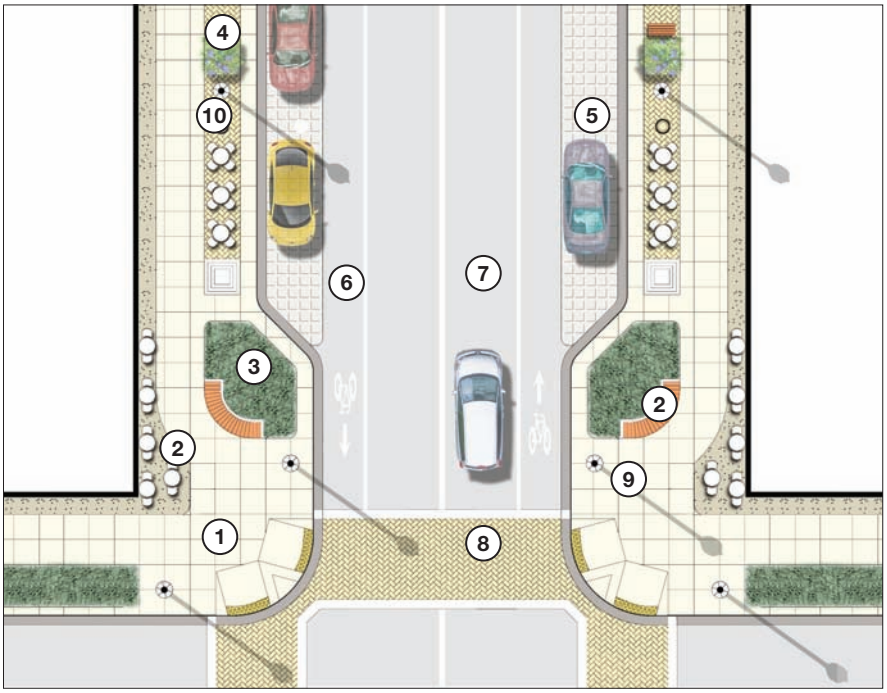
1. Bulb-out with Special Paving
2. Sitting Area
3. Street Trees
4. Garden-style Planing/Bioswale Storm Water Garden
5. Street Parking
6. Bicycle Lane
7. Street
8. Raised Crosswalk (speed table)
9. Pedestrian Lighting
10. Opportunity for Outdoor Seating

Retail Street

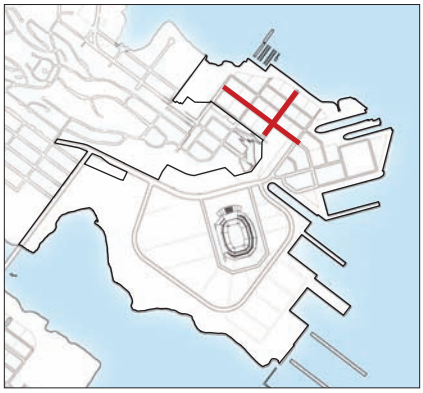
Intent

The retail street (Fisher Avenue) is meant to have a 'main street' feel provided by generously sized and furnished sidewalks, on-street parking, transit shelters and continuous retail frontage on both sides. The plan, section and images below show the general intent including the range of street width and building heights appropriate to the street hierarchy, character and importance.





Note: Section and plan are conceptual; specific street types are described in 'Transportation Plan.'



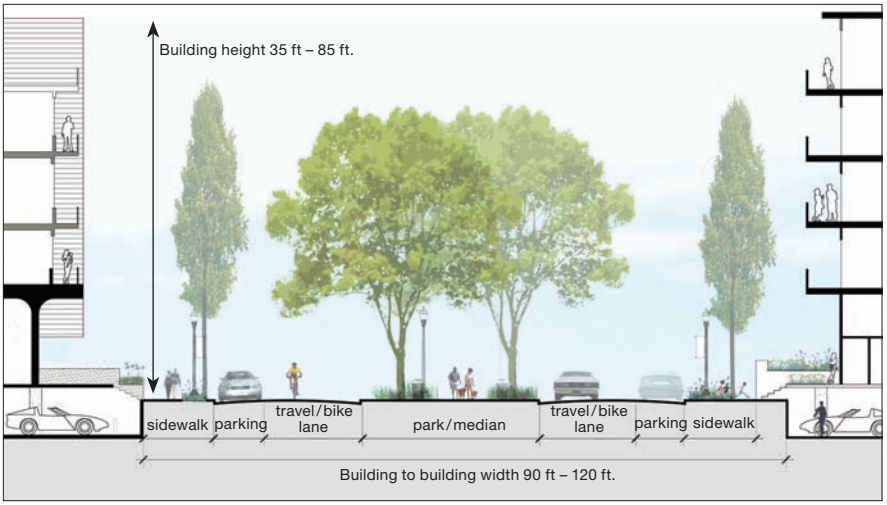
Location of boulevard streets.

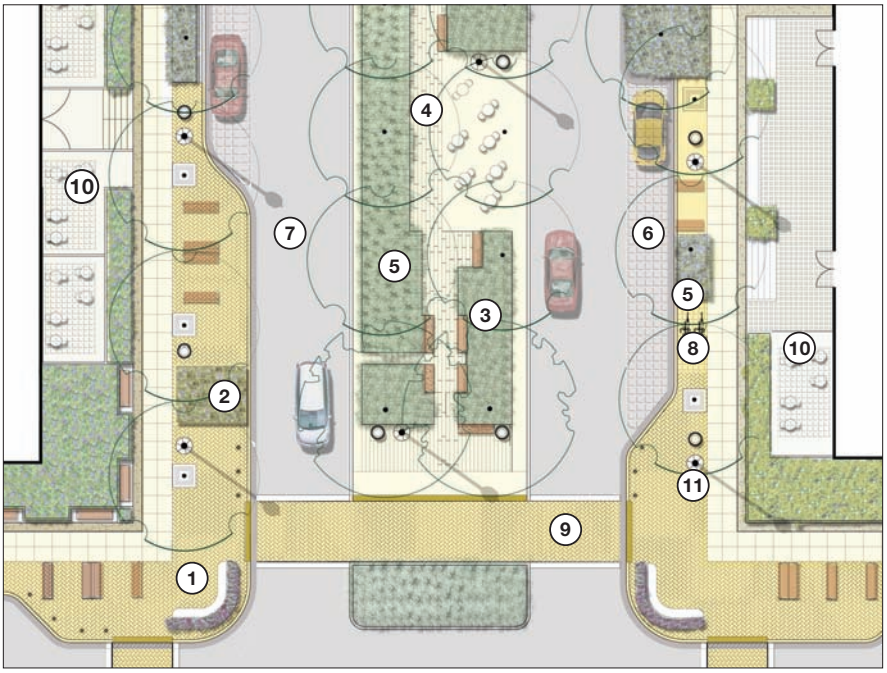
Precedent – Dolores Street in San Francisco.

Boulevard Streets

Intent

Boulevard Streets (Horn and Robinson) are intended to provide additional open space and views out to the Bay from inland parcels. Horn Avenue is a park street with generous sidewalks and tree–lined medians. Robinson Street has a small median with plantings, and is designed to accommodate game-day traffic; as such it does not have features such as bulb-outs, characteristic of many other streets. The plan, section and images below show the general intent of Horn Avenue, including the range of street width and building heights appropriate to the street hierarchy, character and importance.

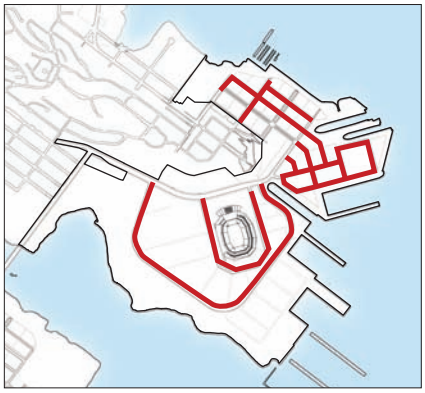




Note: Section and plan are conceptual; specific street types are described in 'Transportation Plan.'

Legend

1. Bulb-out with special paving
2. Bus stop with shelter and extended sidewalk zone
3. Sitting area
4. Street trees, double row
5. Garden-style planting / bioswale storm water garden
6. Streetside parking (potential for permeable paving)
7. Bicycle lane
8. Bicycle parking
9. Raised crosswalk (speed table)
10. Private terraces, porches, and gardens
11. Pedestrian lighting



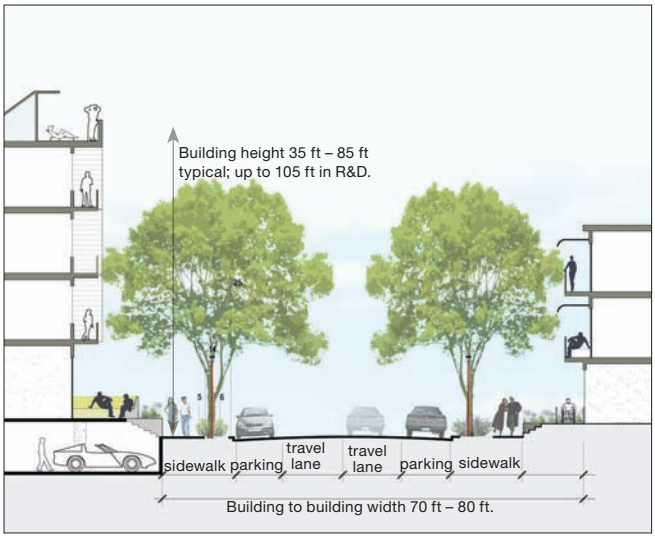
Location of local streets.

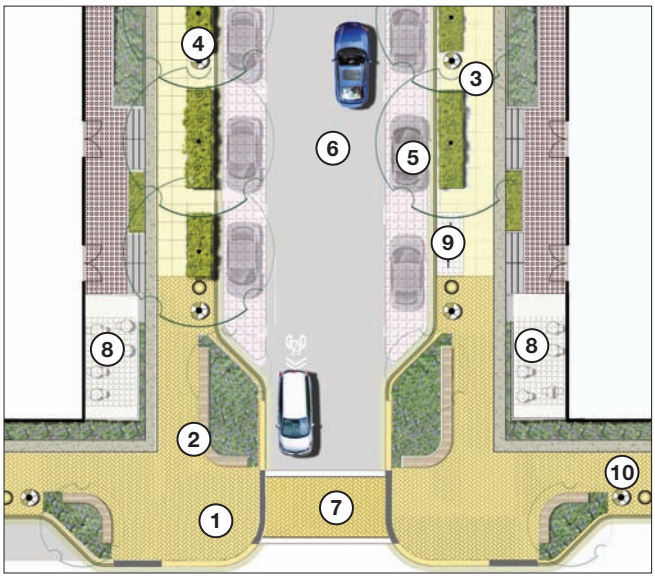
Local Streets

Intent

Local Streets should provide access for neighborhoods and function as 'outdoor rooms' in order to encourage socializing and recreating. They should include on-street parking, street trees and generous sidewalks. The plan, section and images below show the general intent including the range of street width and building heights appropriate to the street hierarchy, character and importance.

Precedent – On-street parking and street trees.

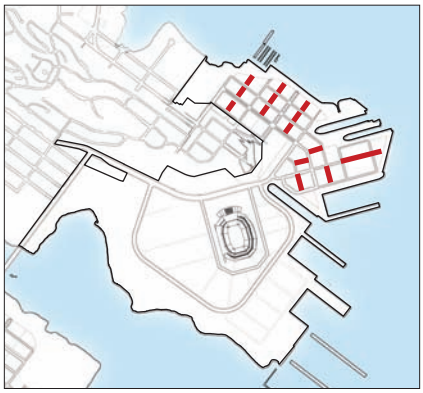




Note: Section and plan are conceptual; specific street sections are described in 'Transportation Plan.'

Legend

1. Bulb-out with special paving
2. Sitting area
3. Street trees
4. Garden-style planting / bioswale storm water garden
5. Streetside parking (potential for permeable paving)
6. Narrow, shared lanes
7. Raised crosswalk (speed table)
8. Private terraces, porches, and gardens
9. Bicycle parking
10. Pedestrian lighting at corners



Location of mid-block breaks.

Precedent – Pedestrian mews.

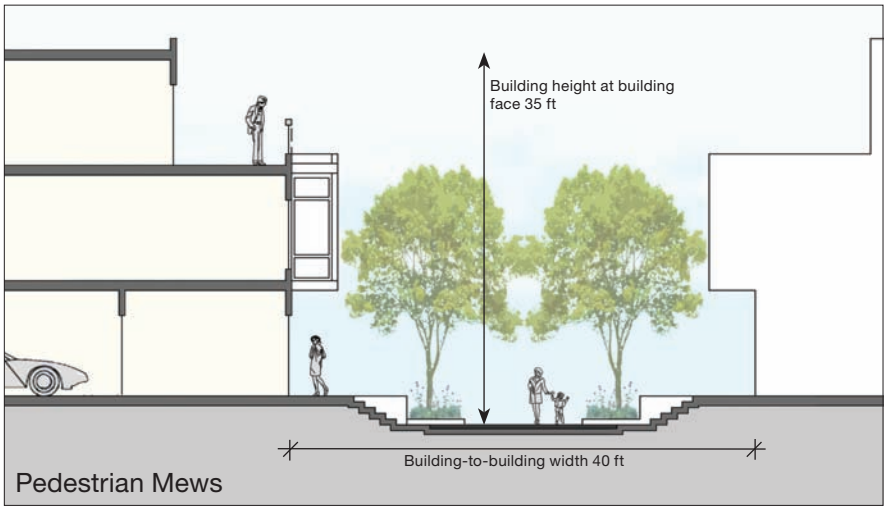
Precedent – Vehicular laneway.

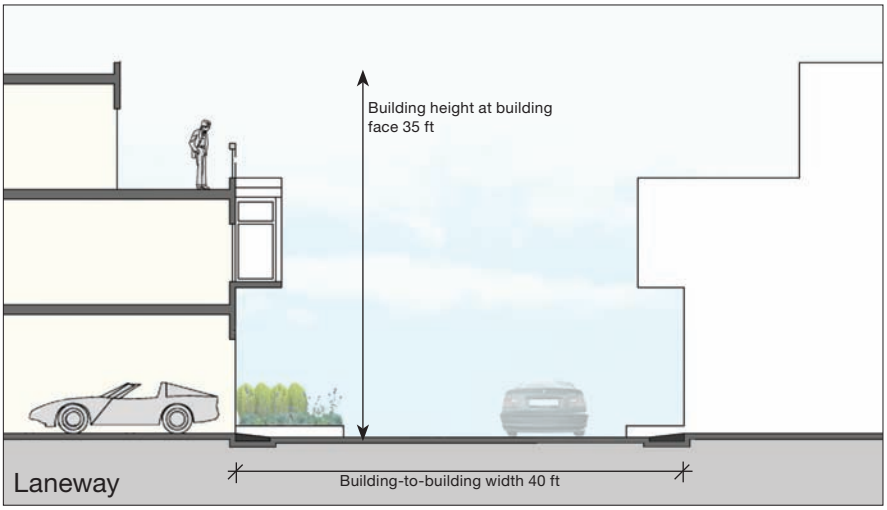
Mid-Block Break

Intent

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

The mid-block break will be a public easement on the private land of the development block. The easement may be developed as either a pedestrian mews or a vehicular laneway at the discretion of the developer. Pedestrian mews will be more suitable for developments where access to parking is provided via the interior of the block thereby pushing the main living space and outdoor space to the exterior of the block. Vehicular laneways will be more suitable for developments where access to parking is provided via the exterior of the block thereby pushing the main living space and outdoor space to the interior of the block and providing for the opportunity for private rear yards.

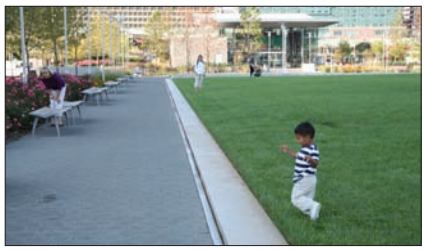




Note: Sections are conceptual; specific street sections are described in 'Transportation Plan.'

Precedent – Community parks.

Precedent – Destination Parks.



Precedent – Park with family amenities.

Precedent – Neighborhood gathering place.

Precedent – Lawn Areas for active recreation.

3.3 Public Parks and Open Space

Note: The general intent for parks and open space design at the Shipyard is described below. For detailed design information, standards and guidelines refer to the companion 'Parks, Open Space and Habitat Plan'.

The parks and open space program at the Shipyard, as illustrated in Figures 3.4a, 3.4b, 3.4c, will express the desires of existing neighborhood residents, the needs of future residents, overall citywide needs, and the unique opportunities presented by the site. Together these characteristics help to create a variety of park types as described below.

Incorporating this broad range of needs, input and opportunities, the parks system includes a rich diversity of programs, providing a mix of both active and quiet spaces.

Within the City park system, there will be two classifications of park: Community and Destination.

Community Parks – Community parks offer a mix of active and passive areas of open lawns, dog runs, play areas, tot lots, community gardens, court games, and environmental education opportunities. These parks will serve the adjacent local neighborhood and will draw regular users from within a 10 minute walking radius. The community parks adjacent to the waterfront will also attract visitors from other parts of San Francisco and beyond.

Destination Parks – The historical and cultural elements of these parks are designed to attract a broad range of visitors. In addition to regular neighborhood use, these parks draw visitors from throughout San Francisco, the Bay Area, and beyond.

The parks and open space system will generally be located and provided as described and shown on the following pages.

Figure 3.4a Parks and Open Space – Stadium Option

Note: Map is conceptual; specific park information is contained in the 'Parks, Open Space and Habitat Plan.'

Legend

1. Northside Park
2. Waterfront Promenade – North and South
3. Cultural Heritage Park
4. Dual-use: Community Sports Field or Turf Stadium Parking
5. Grasslands Ecology Park
6. Waterfront Recreation and Education Park
7. Horn Avenue Park
8. State Trust Lands

Bay Trail

Figure 3.4b Parks and Open Space – Non-Stadium Housing Option

Note: Map is conceptual; specific park information is contained in the 'Parks, Open Space and Habitat Plan.'

Legend

1. Crane Park
2. Wedge Park
3. Pocket Parks
4. Community Sports Fields

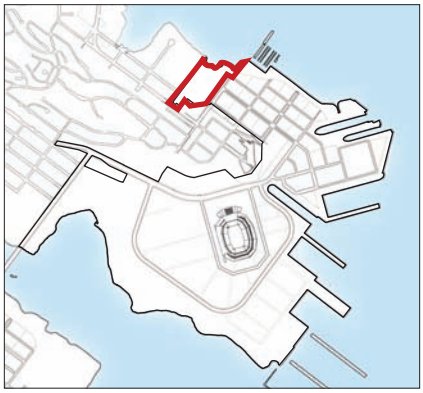
Figure 3.4c Parks and Open Space – Non-Stadium R&D Option

PARKS AND OPEN SPACE
MAP TO BE ADDED

0 500 1,000 2,000

Legend

Note: Map is conceptual; specific park information is contained in the 'Parks, Open Space and Habitat Plan.'



Location of Northside Park.

Precedent –Seating area.

Precedent – Open lawn sports field.

Precedent – City view cafe.

City Park Descriptions

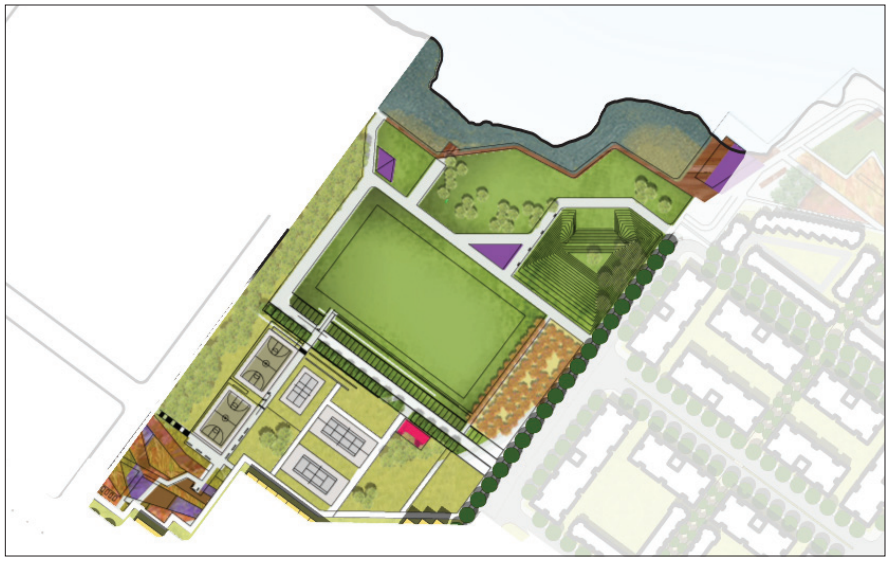
The development shall provide for six City Parks described generally as follows. Specific design shall be developed in consultation with the neighborhood.

1. Northside Park

Located at the north entry to the Shipyard, this park is a community meeting ground, linking the India Basin, Hilltop, and Shipyard communities with a place for sport, leisure, discovery, and sustenance. Celebrating the community's African American heritage and promoting ethnic diversity and awareness, the theme of the park may be expressed in stylized structures, and interpretive features and elements in paving, seat walls, or sculptural signage markers. In addition, the inclusion of an African Marketplace activates the center of the park with a "market street" promenade, envisioned as an open-air market that forms an east/west promenade bringing visitors and activity into the heart of the park.

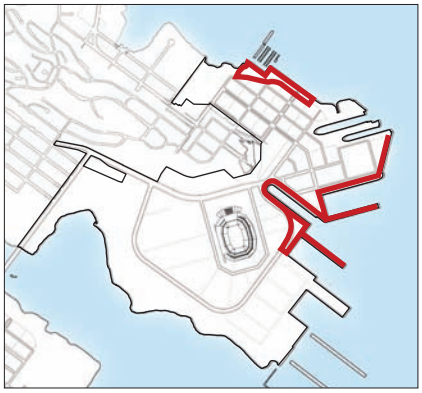
The Northside Park provides a full set of active and passive uses. The most active park uses are located on stepping terraces at the southwestern side of the park. This area includes water-wise ornamental gardens, basketball, tennis, a children's playground, and a restroom. A central lawn provides a flexible space multi-use space. The lower half of the park is within the State Trust lands, requiring more passive uses here. Along the Bay's edge, the park takes on a more natural character, with picnic/barbeque areas and shade shelters and waterfront pathways.

Figure 3.5 Northside Park – Conceptual Plan



Note: Conceptual Plan; detailed plan and descriptions within 'Parks, Open Space and Habitat Plan.'

0 100 200 500'



Location of Waterfront Promenade.

Precedent – Waterfront restroom facilities.

Precedent – Fishing on piers.

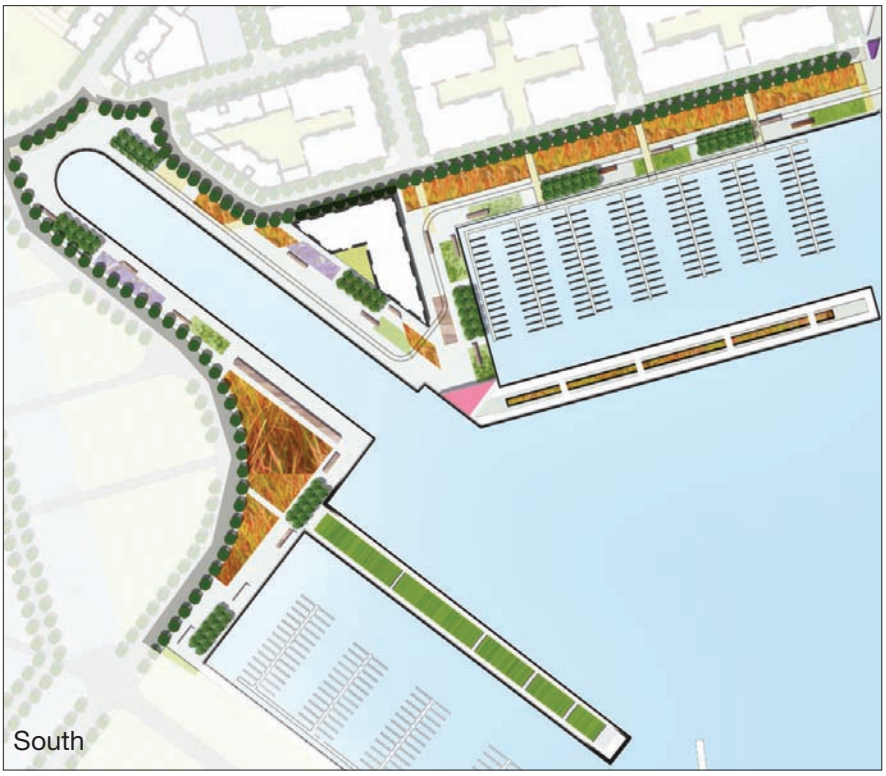
Precedent – Seating at water's edge.

2. Waterfront Promenade North and South

In addition to the cycling, strolling or skating along the waterfront, the Northern Waterfront Promenade will provide places for rest, gathering, and leisure activities set amongst the historic artifacts of the naval shipyard including Drydock 4. Between the urban backdrop and the open bay, these spaces may include open lawns, gardens, seating areas, plaza spaces, and picnic/barbeque areas, and places for informal recreation and games.

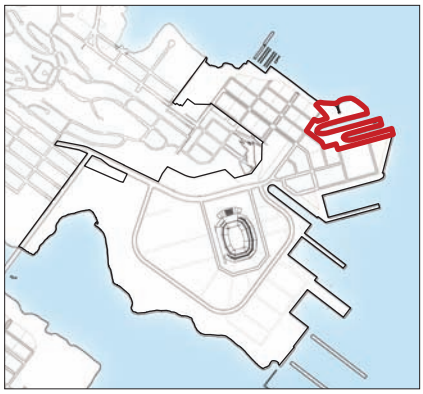
The south area will have a public marina of approximately 300 slips. Additionally, a public ferry terminal may be located between the marina and Drydock 4.

Figure 3.7 Waterfront North and South Promenade – Conceptual Plan



Note: Conceptual Plan; detailed plan and descriptions within 'Parks, Open Space and Habitat Plan.'

0 100 200 500'



Location of Cultural Heritage Park.

Precedent – Historic pumphouse at Drydock 3.

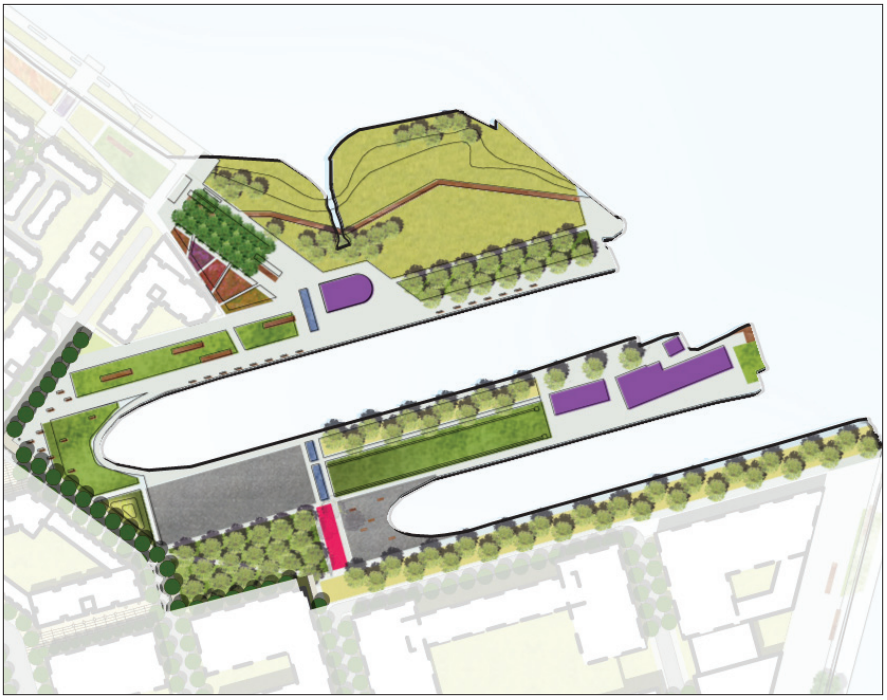
Precedent – Multi-use area.

Precedent – Public pier.

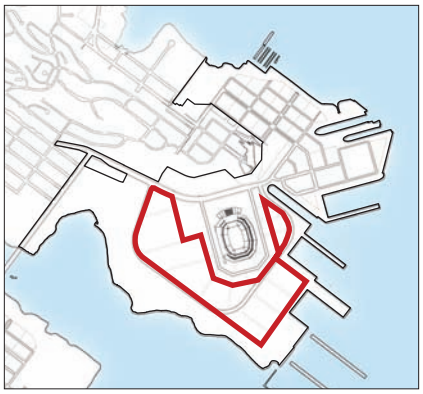
3. Cultural Heritage Park

At the end of the Fisher Avenue neighborhood commercial corridor, and at the nexus between the Shipyard North and R&D Neighborhoods, the Cultural Heritage Park is the heart of the Shipyard. Here, the working history of the waterfront is evident in the historic structures and the grand scale of Dry Docks 2 and 3. The park is a place to recognize the Shipyard's importance to the people who worked there, and its significance to the nation, San Francisco, and the Bayview Hunters Point Neighborhood. There are many stories that can be told here: stories of the Bay and its first people, the Chinese fishing communities, the Shipyard and its workers, and the site's long Navy history. The design of this park will retain and reuse historic buildings, structures and materials as much as possible to preserve the spirit and essence of the place, and new design elements will have a modern, industrial character. Compared to the waterfront and waterview parks, it is meant to be more urban, with hardscape plazas that directly interface with the commercial activities on and around Fisher Avenue.

Figure 3.6 Cultural Heritage Park – Conceptual Plan



Note: Conceptual Plan; detailed plan and descriptions within 'Parks, Open Space and Habitat Plan.'



Location of Community Sports Fields.

Precedent – Dual-use parking used as sports field on non-game day.

Precedent – Crissy Field, San Francisco.

Precedent – Dual-use parking.

4. Dual-use Turf – Sports Fields & Turf Parking

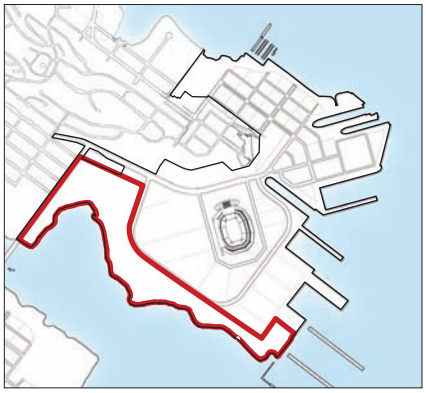
Maximizing the use of limited urban land for recreation, 'dual-use' turf is an efficient and ecologically preferable use of land, eliminating the need for scores of acres dedicated to asphalt parking. A specially designed soil and sub-grade will promote healthy, living grass while supporting game-day vehicular use. To prevent rutting and damage to the fields, the design will employ a fiber-reinforcement system that is incorporated into fast-draining, sandy soils. This system is commonly used to stabilize both professional and amateur football, soccer, and baseball fields, equestrian racetracks, and golf course greens. A portion of the dual-use turf will make up the Sports Field Complex, providing much needed community sports fields; the remainder will be left as lawn for more passive uses.

The sports fields will serve organized play for youth, high school, and adult outdoor sports. While soccer may be the most popular use, the fields can accommodate other sports such as football, ultimate frisbee, and cricket. The facilities will also include warm-up fields, a field house, restrooms and food concessions. The multi-use fields are designed for informal uses such as kite flying and picnicking, as well as accommodating larger organized festivals and events. The critical mass of the fields in combination with the adjacent waterfront parks, trails, picnic and barbeque areas and other leisure offerings make this an ideal sporting complex. During the 49ers football season and other major events at the stadium, the same site will host parking and football fan tailgating.

Figure 3.8 Community Sports Field – Conceptual Plan

Note: Conceptual Plan; detailed plan and descriptions within 'Parks, Open Space and Habitat Plan.'

0 200 500 1000'



Location of Grasslands Ecology Park.

Precedent – Waterfront trail and pier.

Precedent – Natural grasslands.

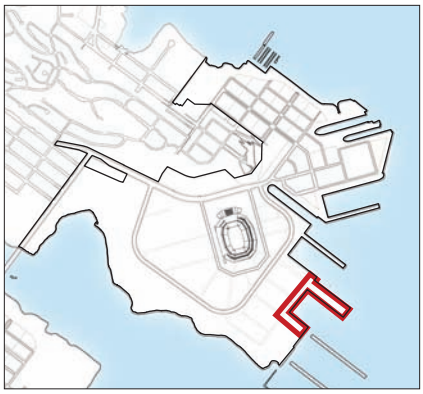
5. Grasslands Ecology Park

Building on the planned restoration project at Yosemite Slough, the Grasslands Ecology Park will transform contaminated Navy lands on the north shore of the South Basin with vast new habitat areas, supporting biodiversity and the Bay ecosystem. Sculptural landforms, native grasslands, freshwater wetlands, shoreline mudflats and tidal wetlands, coastal scrub, and tree groves add to the diversity of habitats. The existing natural landscape is supplemented by designed landscape components such as clustered windbreaks and viewing mounds, shoreline overlooks and a sinuous network of pathways that support passive recreation uses. In addition, an interpretive eco-garden (a more formal planting of native species) designed to accommodate large outdoor classes creates a setting for the study of bayside habitats and ecology. These landscape strategies provide places from which to seek respite from the intensity of the City and connect with nature at the Bay's edge.

Figure 3.9 Grasslands Ecology Park – Conceptual Plan

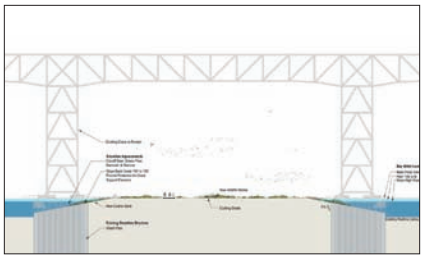
Note: Conceptual Plan; detailed plan and descriptions within 'Parks, Open Space and Habitat Plan.'

0 200 500 1000'



Location of Waterfront Recreation and Education Park.

Re-gunning Crane.

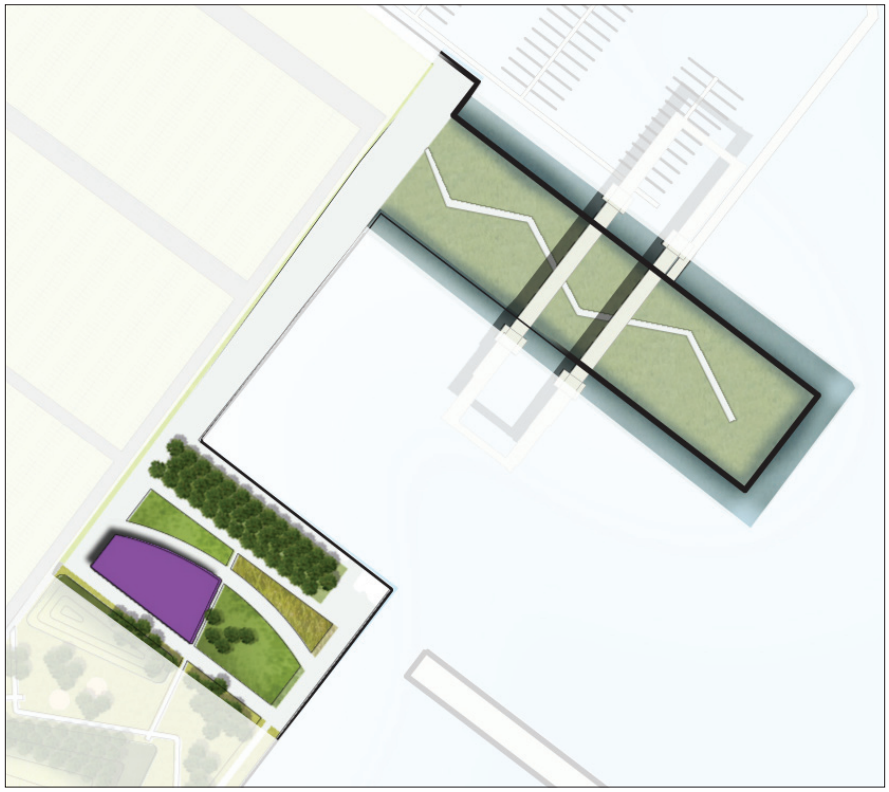


Crane Pier edge re-configured.

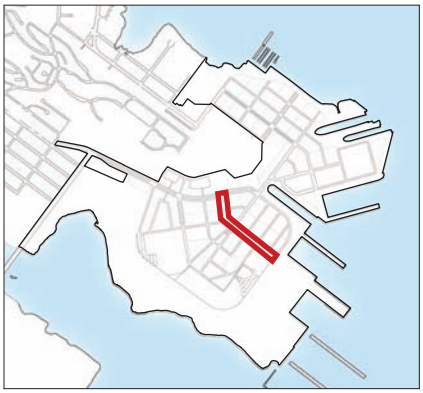
6. Waterfront Recreation and Education Park

Focused on the spectacular 'Re-gunning Crane' that forms the most powerful landmark in the cultural landscape of the shipyard, the Waterfront Recreation and Education Park is a knuckle in the park system plan. The park is designed to integrate the past industrial uses of the site, with future ecological processes that will gradually 'colonize' this area. While the Re-gunning Crane will be left in place, the pier that surrounds it will be eroded – its walls removed and the ground will be laid back to allow water to create a fluid boundary for the former pier. As tidal wetlands and upland habitats take hold the Crane will seem to emerge from the water, and the giant machine will become a "gateway" to the bay and its ecology. The landmark Re-gunning Crane provides a dramatic juxtaposition of the site's industrial history with the resurgence of nature at the Bay's edge.

Figure 3.10 Waterfront Recreation and Education Park – Conceptual Plan



Note: Conceptual Plan; detailed plan and descriptions within 'Parks, Open Space and Habitat Plan.'



Location of Crane Park.

Non-stadium Option Community parks

1. Crane Park

Crane Park will extend over several blocks near the center of the neighborhood connecting Crisp Road with the Multi-use Fields. The re-gunning crane is the visual focus of the park from the north. The park may include a café/kiosk, tot lot /playground, picnic and game tables, small sport courts, community gardens, open lawn, and stormwater gardens.

Figure 3.11 Crane Park – Conceptual Plan

Note: Conceptual Plan; detailed plan and descriptions within 'Parks, Open Space and Habitat Plan.'

Location of Wedge Park.

2. Wedge Park

Hunters Point Wedge Park will serve as the "commons" for the Hunters Point Development and link the residences to the Habitat Ecology Park and Candlestick development through a view corridor. The park form mirrors the Bayview Gardens Wedge Park at Candlestick Point. Specific programming may include a main plaza, outdoor stage, café/kiosk, open lawn, ecological gardens, tot lots, dog run, and stormwater gardens.

Figure 3.12 Wedge Park – Conceptual Plan

Note: Conceptual Plan; detailed plan and descriptions within 'Parks, Open Space and Habitat Plan.'

0 100 200 500'

Location of Pocket Parks.

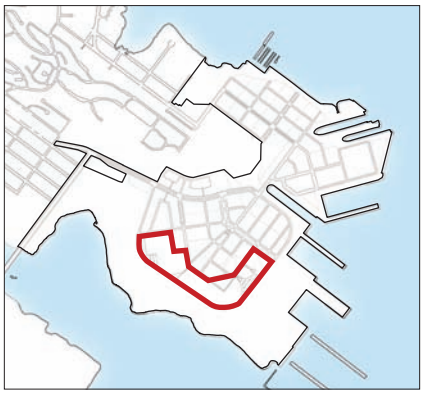
3. Pocket Parks

The northern pocket park extends along a mid-block break, and looks out onto the sportsfield complex. It may include tot lots, interactive water play fountain, open lawn, shaded picnic area, and ornamental gardens. The southern pocket park looks out towards the sportsfield complex to the east and may include a tot lot, open lawn, and a shaded picnic grove.

Figure 3.13 Wedge Park – Conceptual Plan

Note: Conceptual Plan; detailed plan and descriptions within 'Parks, Open Space and Habitat Plan.'

0 100 200 500'



Location of Community Sports Field.

4. Community Sports Fields

The community sports fields in the housing option potentially offer a wider variety of field types than in the Stadium option.

The sports fields will serve organized play for youth, high school, and adult outdoor sports. The complex includes multi-use fields, primarily organized as soccer, but may also serve as football, ultimate frisbee, Australian Rules football, Gaelic football, and cricket. The multi-use fields are also designed for informal uses such as kite flying and picnicking, as well as accommodating larger organized festivals and events. Dedicated fields include baseball/softball, basketball, and tennis. The facilities will also include warm-up fields, a field house, restrooms and food concessions. The critical mass of the fields in combination with the adjacent waterfront parks, trails, picnic and barbeque areas and other leisure offerings make this an ideal sporting complex.

Figure 3.14 Community Sports Field – Conceptual Plan

Note: Conceptual Plan; detailed plan and descriptions within 'Parks, Open Space and Habitat Plan.'

0 100 200 500'

4

Land Use, Design Standards and Guidelines

4 Land Use, Design Standards and Guidelines

This section – Land Use, Design Standards and Guidelines covers elements applicable to all areas within the Shipyard. (For elements specific to individual neighborhoods see Section 5 – Neighborhood Standards and Guidelines).

Standards are mandatory actions, generally described in absolute terms such as by measurement or location. *Guidelines* are encouraged actions, which if adhered to in spirit will result in projects that best fit the vision for the site.

The section has four parts.

4.1 Land Use

4.2 Height, Bulk and Massing

4.3 Building Design

4.4 Parking and Loading

4.1 Land Use

4.1.1 Development Blocks

Intent

Development blocks should be similar in scale to the surrounding Bayview Neighborhood whose blocks typically approximately 600 ft by 275 ft. Mid-block breaks, in the form of pedestrian mews or vehicular laneways, have been added to several blocks. Open space has been located so that all development blocks have convenient access.

Standards

Block Location – Development blocks and mid-block breaks shall be located as close as possible to that shown on Figure 4.1a, 4.1b and 4.1c on the following pages.

Street Location – Streets shall be located as close as possible to that shown on Figure 4.1a, 4.1b and 4.1c. Final locations and dimensions shall be per the companion 'Transportation Plan'.

Park Location – Parks shall be located as close as possible to that shown on Figure 4.1a, 4.1b and 4.1c. Final locations and dimensions shall be per the companion 'Parks, Open Space and Habitat Concept Plan'.

Figure 4.1a Development Blocks – Stadium Option

Legend

- Block
- Neighborhood Boundary
- Street
- Open Space
- Mid-block Break
- (#) Block Number

Figure 4.1b Development Blocks – Non-Stadium Housing Option

Legend

- Block
- Neighborhood Boundary
- Street
- Open Space
- Mid-block Break
- (#) Block Number

Figure 4.1c Development Blocks – Non-Stadium R&D Option

DEVELOPMENT BLOCKS
MAP TO BE ADDED

Legend

4.1.2 Land Use Districts

The Shipyard Redevelopment Plan establishes Land Use Districts, located as shown on Figures 4.2a and 4.2b. These Land Use Districts are:

- Shipyard North Residential District
- Shipyard Village Center Cultural District
- Research and Development
- Shipyard South Multi-use District
- Shoreline Open Space

The allowable land uses within each of these Land Use Districts are set forth below. Development of structures and uses of land within the Shipyard are required to conform to the Shipyard Plan and the Bayview/Hunters Point Redevelopment Plan. The intent and purposes of each Land Use District established by the Shipyard plan are summarized below in order to provided context for the Standards and Guidelines.

The **Shipyard North Residential District** provides the major housing development area, which will be comprised of lower scale residential development in the northern part of the site and higher density mid-rise to high-rise residential in the central part of the site. A mixture of building types and unit sizes will be provided in a range of densities to accommodate a variety of households. Neighborhood retail is an allowed use in this zone, and indeed is encouraged where it is located on the ground floor in central areas within the neighborhood. City Parks are also permitted.

The **Shipyard Village Center Cultural District** is located in the center of the site. It serves to facilitate the development of high-density, low-rise and high-rise housing integrated with ground floor residential containing pedestrian-oriented retail uses along the primary streets. The mixed-use zone is designed to encourage retail, commercial, research, cultural arts activities and community oriented facilities. This will be achieved through compact, horizontal mixed-use development whereby different activities and land uses locate in close proximity to each other, or through vertical mixed-use which will allow for more than one land use category within a single building – such as a residential apartment complex with retail uses on the ground floor. City Parks are also permitted.

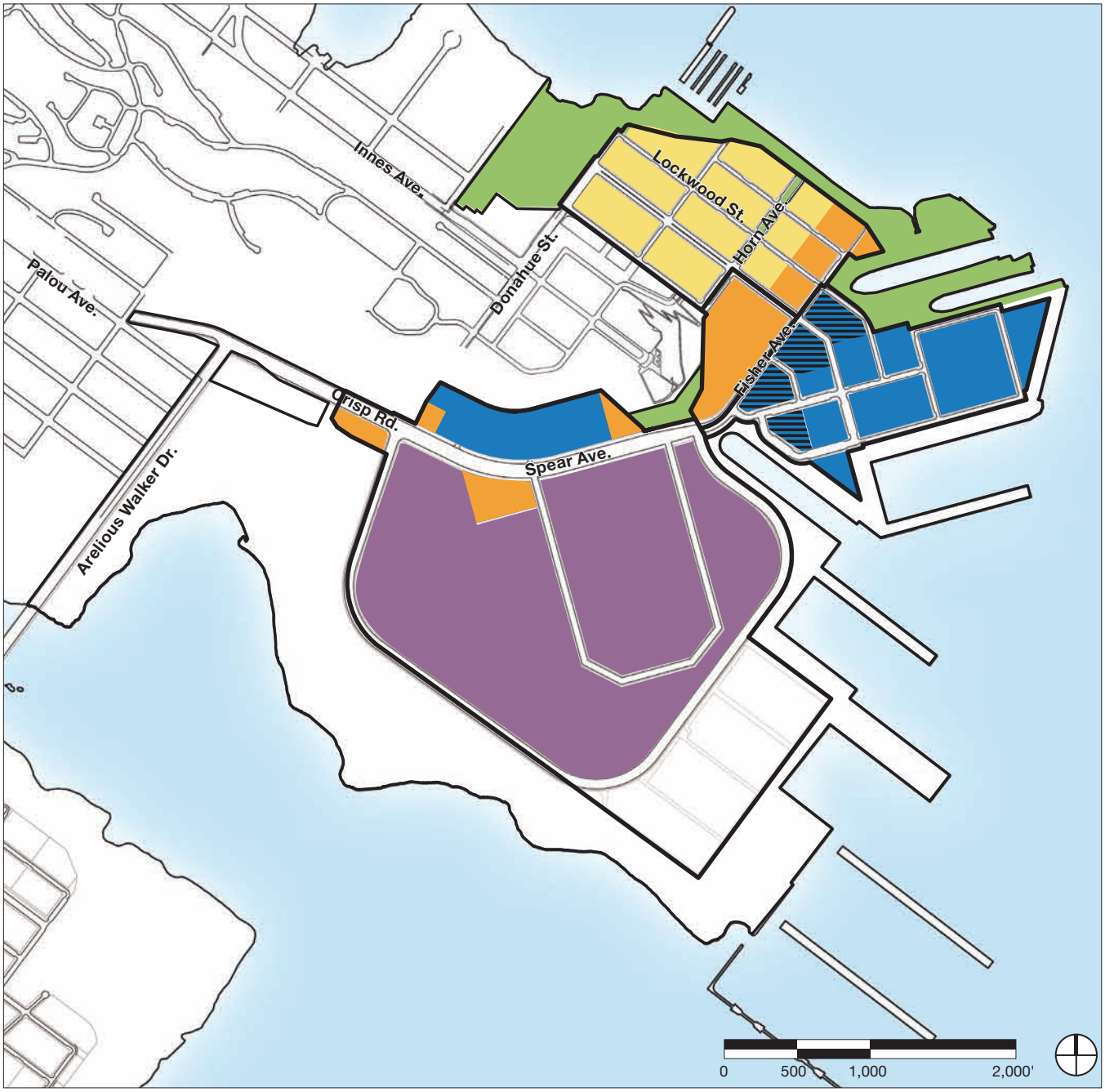
The **Research and Development District** will provide a location for business involved in the development of sustainable technologies. Retail is also an allowed use. Buildings will generally be larger in scale in order to provide adequate space to meet tenant requirements. Parking will be encouraged to be embedded within the middle of blocks to ensure that the streets are fronted by active uses. Retail and City Parks are also permitted.

The **Shipyard South Multi-use District** is located in the southern portion of the development. It provides a site to construct a new 69,000 seat NFL stadium, and associated parking and plazas. Stadium serving retail is allowed in immediate proximity to the Stadium or main entry plaza. Parking provided should double as sports fields or passive fields on non-game days to the extent possible. Sports-field accessory buildings are permitted in immediate proximity to any sports fields.

In the non-stadium option, the Stadium District and uses include residential, shipyard mixed-use, research and development and open space as shown in Figure 4.2b.

The **Shoreline Open Space District** will provide for quality open spaces and public parks, including active recreation facilities such as playing fields, gardens and walking/bicycling trails. A hierarchy of open spaces will be provided across the Shipyard to include small urban parks and plazas, tree-lined parkways along streets and major park spaces along the waterfront.

Figure 4.2a Land Use Districts – Stadium Option



Legend

- Shipyard North Residential
- Village Center Cultural
- Research and Development
- Research and Development Housing Permitted
- Shipyard South Multi-use
- Shoreline Open Space
- Block Numbers
- Neighborhood Boundary

Figure 4.2b Land Use Districts – Non-Stadium Option

Legend

- Residential
- Shipyard Mixed-use
- Research and Development
- Research and Development Housing Permitted
- Open Space
- Block Numbers
- Neighborhood Boundary

Figure 4.2c Land-use Districts – Non-Stadium R&D Option

LAND-USE DISTRICTS
MAP TO BE ADDED

0 500 1,000 2,000'

Legend

4.2 Height, Bulk and Massing

This section describes the intent, standard and guidelines related to the height, bulk and massing of blocks and buildings. It contains four subsections as follows:

4.2.1 Height

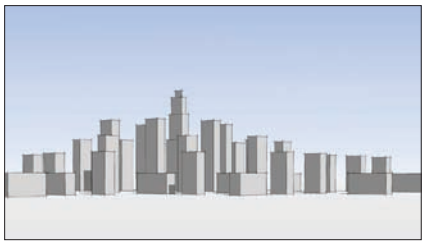
4.2.2 Bulk

4.2.3 Sunlight/Shade

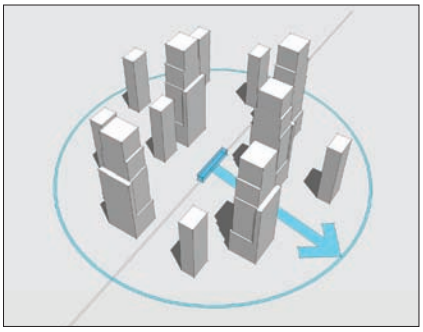
4.2.4 Wind

Buildings are intended to surround and function as the 'walls' of all major public streets, parks and open spaces. This will not only create a more legible and animated public realm, but also will provide buildings with a pleasant and interesting outlook.

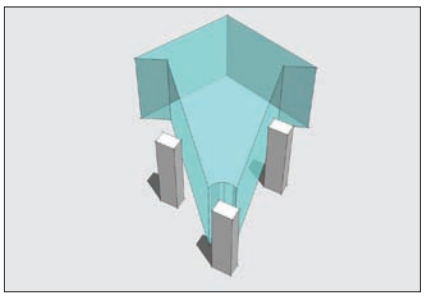
Buildings will vary in height and scale, from townhomes to low-rise to mid-rise to high-rise flats. The taller buildings will be generally located near the center of the development in order to intensify and reinforce the importance of that area. Shorter and more finely scaled buildings are generally located near the edges of the development.



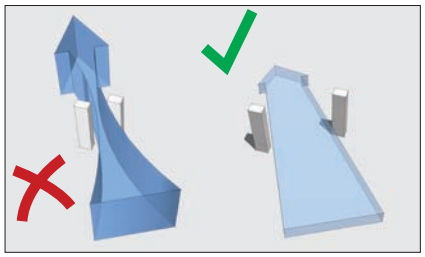
Cluster high-rise buildings near center of neighborhood.



Cluster high-rise buildings near transit.



Respect view corridors.



Avoid wind tunneling by staggering tower locations.

4.2.1 Height

Intent

Heights are regulated in order to achieve several objectives:

- Integrate the new development with the scale of the surrounding Bayview Neighborhood.
- Cluster density near services like transit, shopping and jobs.
- Reinforce focal points located at the center of the development.
- Protect views and sun in specific locations and mitigate wind tunneling effects.

Standards

Maximum Building Heights – Maximum building heights shall be as shown in Figures 4.3a and 4.3b.

Low-rise and Mid-rise – The location of low-rise and mid-rise buildings is shown in Figures 4.3a, 4.3b and 4.3c:

- Mid-rise buildings shall front Horn Avenue between Robinson and Lockwood to define the edges of this boulevard.
- Low-rise buildings to a maximum of 35 ft height shall front the mid-block breaks.
- The heights in blocks within the R&D neighborhood shall be as indicated in Figures 4.3a, 4.3b and 4.3c in order to protect viewsheds from the Hilltop Park.

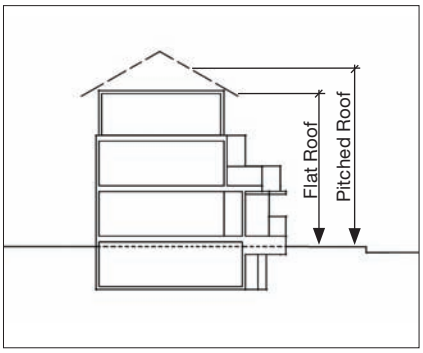
High-rise (Tower)

The location of high-rise buildings (towers) is shown in Figures 4.3a, 4.3b and 4.3c. The standards (S) that regulate the location and height of high-rise buildings are set forth in Table 4.1 below.

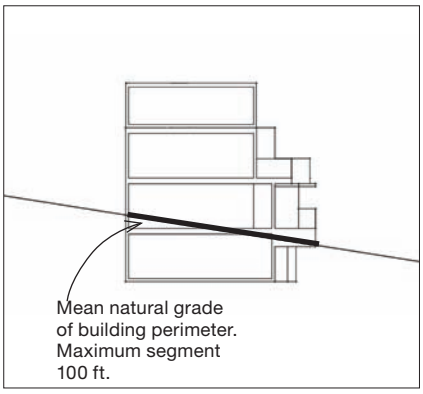
Table 4.1 High-rise Maximum Building Heights

HIGH-RISE MAXIMUM BUILDING HEIGHTS		
HIGH-RISE[1]	MAXIMUM HEIGHT (FT)	REMARKS
A	S – 370	S – Shall be located at the corner of Fisher and Lockwood in order to define the edge of the Cultural Heritage Park, frame views from Hilltop Park and concentrate density near transit and services.
B	S – 270	S – Shall be located at the corner of Fisher and Galvez in order to reinforce Fisher Avenue's importance, frame views from Hilltop Park and concentrate density near transit and services.

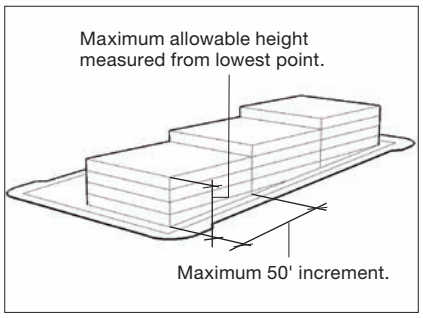
[1] See Figures 4.3a, 4.3b and 4.3c for location of high-rise buildings.



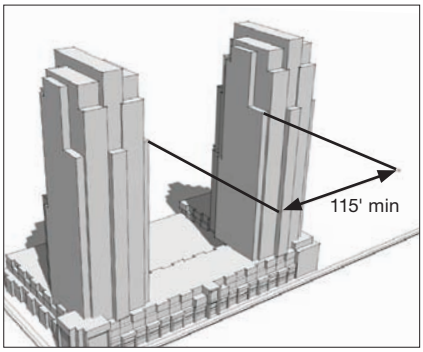
Height measurement – Flat site.



Height measurement – Sloped site.



Stepping on sloped sites.



High-rise separation.

Height Measurement – Heights are measured as follows:

- On a flat site, heights shall be measured from curb level at the fronting street to the top of a flat roof, or to the mid-point of a sloped roof.
- On a sloped site, heights shall be measured from the mean natural grade, prior to any grading actions, of the building at its perimeter in 100 ft deep segments to the top of a flat roof, or to the mid-point of a pitched roof. The perimeter shall be the sum of the sides of the building at its perimeter.

Height Measurement Exceptions – The following appurtenant structures are exempt from building height measurements provided their height, measured from the top of the roof, does not exceed 10 ft or other height as noted:

- Ornamental architectural features, such as turrets, parapets, corner towers, or other accentuating features provided they conform to Proposition K regulations where required.
- Mechanical and roof mounted elevator core equipment to a maximum of 18 ft, provided their combined coverage does not exceed 30% of the building roof area.
- Architectural and landscape screening designed to conceal mechanical and roof mounted equipment.
- Sustainability elements, such as photovoltaic cells, small-scale wind turbines suitable for residential development, storm water catchment/treatment equipment, solar water heating equipment.
- Enclosed amenity spaces to a height of 12 ft where roof is designed as an accessible outdoor common area if coverage of enclosed amenity space is no more than 20% of building roof area.

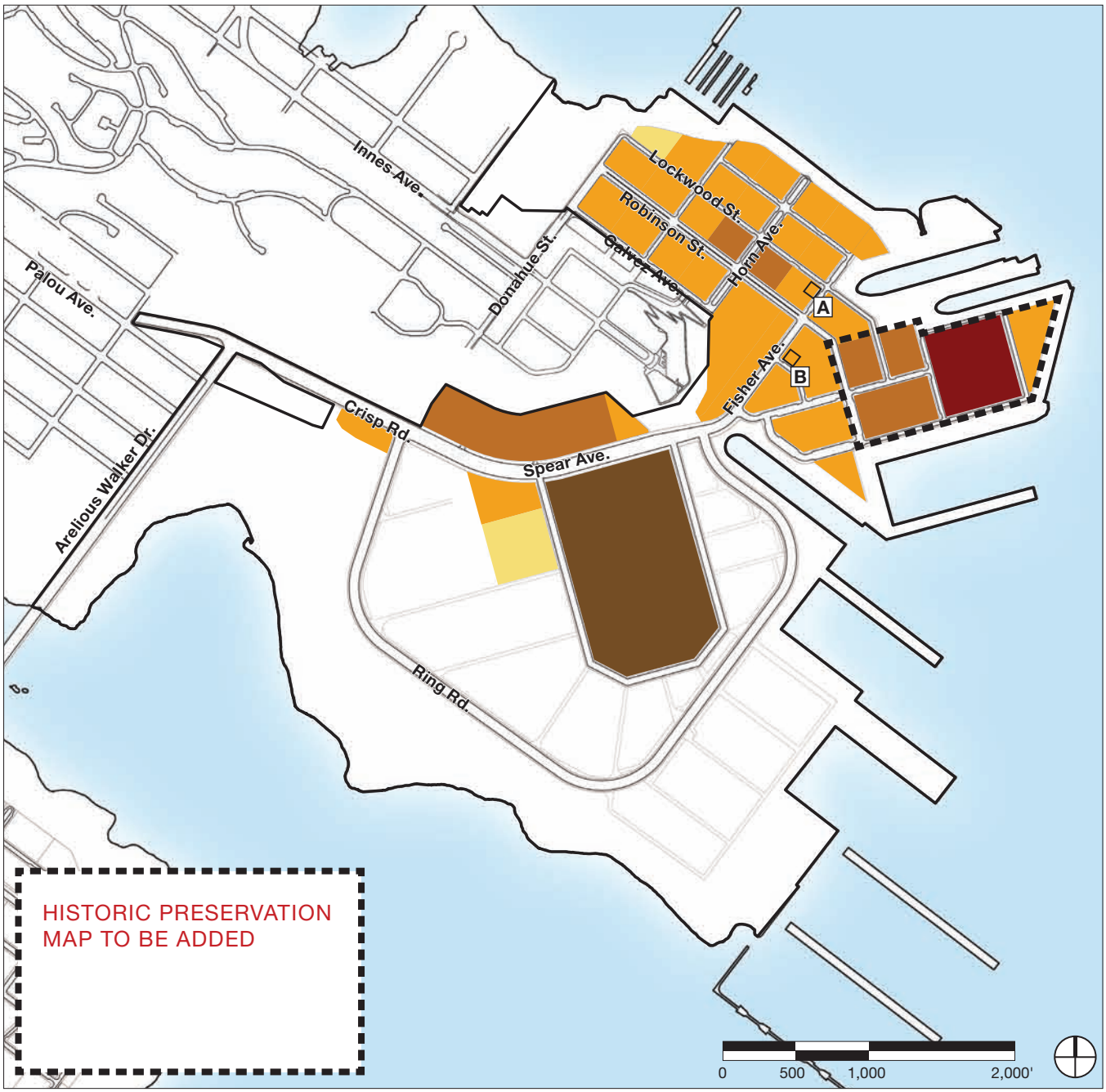
Building Height Definition – For the purpose of describing buildings, they shall be defined by maximum height as follows:

- Low-rise – up to 65 ft height.
- Mid-rise – over 65 ft and up to 85 ft height.
- High-rise – over 85 ft and up to 370 ft height.

Stepping on Sloped Sites – On street frontages with a slope of 5% or more, buildings shall step along with the street at intervals of not more than 50 ft. The maximum allowable building height for each segment shall be calculated from the lowest point of the segment.

High-rise Separation – High-rise buildings shall be separated by a minimum 115 ft to minimize view obstruction, increase privacy, limit wind tunneling impacts, and limit lighting impacts.

Figure 4.3a Building Heights – Stadium Option



Legend

Low and Mid-Rise Maximum Height

- 40 ft
- 65 ft
- 85 ft
- 105 ft
- 200 ft (stadium only)

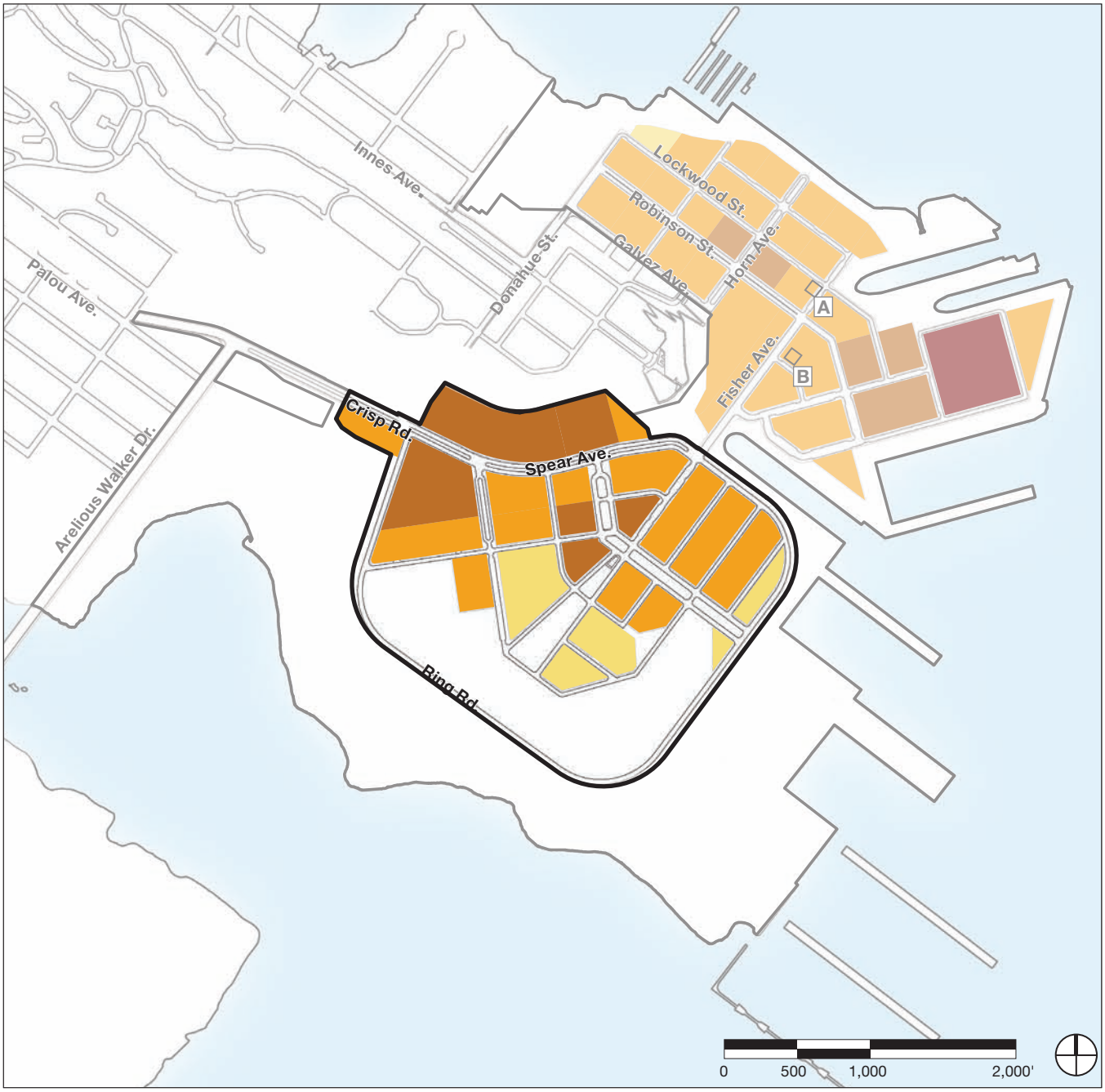
High-Rise (Tower) Location*

- Fixed Location

*See chart for maximum height

- Historic Preservation R&D Zone (see inset map)

Figure 4.3b Building Heights – Non-Stadium Housing Option



Legend

Low and Mid-Rise Maximum Height

- 40 ft
- 65 ft
- 85 ft
- 105 ft

High-Rise (Tower) Location*

- Fixed Location

*See chart for maximum height

Figure 4.3c Heights – No`n-Stadium R&D Option

BUILDING HEIGHTS
MAP TO BE ADDED

0 500 1,000 2,000'

Legend

4.2.2 Bulk

Intent

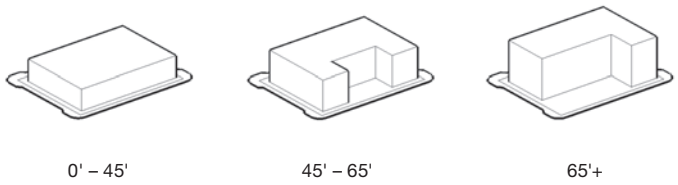
The mass of buildings should be shaped in such a way as to create fine-grained forms, reinforce the street and block pattern, and protect surrounding views and sunlight.

Standards

Parcel Coverage – Parcel coverage by building and structured parking is limited as follows. A parcel is defined as the legally described development block. All percentages are exclusive of required setbacks and mid-block breaks.

Table 4.2 Parcel Coverage

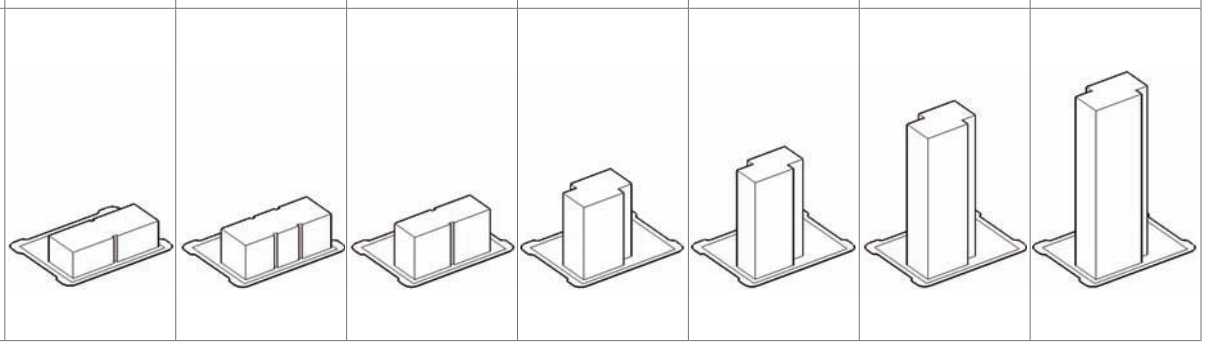
PARCEL COVERAGE		
BUILDING TYPE	**BUILDING HEIGHT (FT)**	**COVERAGE**
Low-rise	0 – 45	100%
Low-rise	45 – 65	85%
Mid-rise and High-rise	65 +	75%

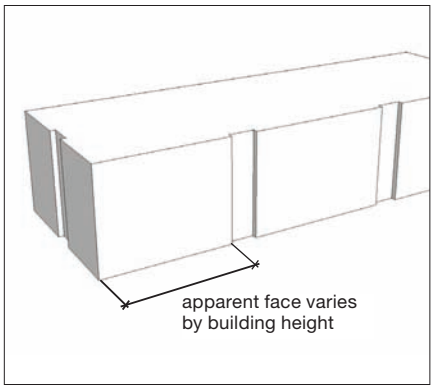


Parcel coverage.

Building Lengths, Diagonals and Floor Plates – Maximum plan lengths, diagonals and floor plate sizes are listed below in order to limit the bulk of buildings. A notch in the building façade at a minimum dimension as indicated below is considered an acceptable means of breaking down the apparent face. On buildings to a maximum of 65 ft a major change in fenestration and/or material is also considered acceptable. Additional standards regulating specific building types such as high-rise buildings and R&D buildings are contained in Section 4.3.

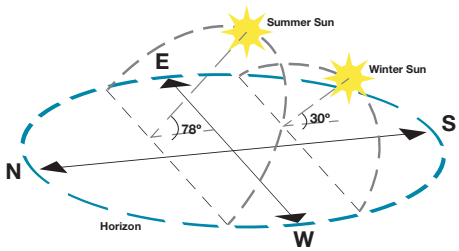
Table 4.3 Building Lengths and Sizes

BUILDING LENGTHS AND SIZES							
BUILDING HEIGHT	**UP TO 65 FT**	**66 - 85 FT**	**86 - 105 FT**	**106 - 180 FT**	**181 - 240 FT**	**241 - 350 FT**	**351 - 370 FT**
BUILDING TYPE	**LOW-RISE**	**MID-RISE**	**MID-RISE**	**HIGH-RISE**	**HIGH-RISE**	**HIGH-RISE**	**HIGH-RISE**
Max Floor Plate	n/a	n/a	10,500 sq ft	12,000 sq ft	10,500 sq ft	12,000 sq ft	12,500 sq ft
Max Plan Length	n/a	225 ft	200 ft	140 ft	140 ft	140 ft	145 ft
Max Diagonal	n/a	n/a	n/a	170 ft	160 ft	170 ft	175 ft
Max Apparent Face	125 ft 25 - 30 ft mews	75 ft	100 ft	105 ft	100 ft	105 ft	110 ft
Minimum Change in Apparent Face	2 ft deep x 3 ft wide notch or 2 ft setback in combination with major change in fenestration and/ or material	5 ft deep x 10 ft wide notch or 5 ft setback in combination with major change in fenestration and/ or material	10 ft deep x 10 ft wide notch	10 ft deep x 10 ft wide notch	10 ft deep x 10 ft wide notch	10 ft deep x 10 ft wide notch	10 ft deep x 10 ft wide notch
							



Horizontal articulation regulated by apparent face.

Apparent Face – The unbroken plane of a building or 'apparent face' shall not exceed a maximum length without being broken by a change – recessed notch or physical break in the horizontal plane as indicated in the table above. The maximum permitted apparent face shall be associated with the tallest portion of the building.



Sun path for the Shipyard.

4.2.3 Sunlight / Shade

Intent

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

Standards

High-rise Buildings – All proposed high-rise developments have been subject to a shadow analysis within the EIR. If in the opinion of the approving officer, towers are proposed to be moved significantly from their proposed locations, both solar and shadow analyses shall be conducted to understand and respond to solar opportunities and constraints.

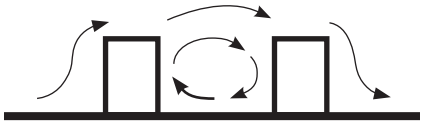
Guidelines

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

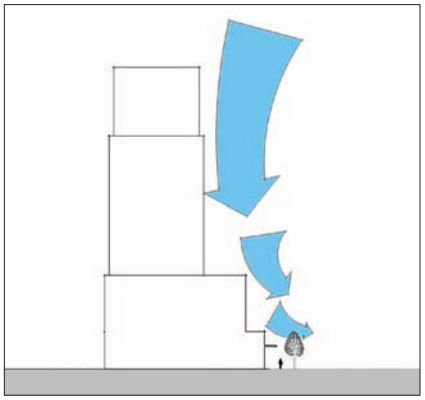
Building Shadowing – To reduce shadowing of adjacent buildings and associated open spaces, taller buildings should be located to the north of shorter buildings wherever possible.

Heat Gain Mitigation

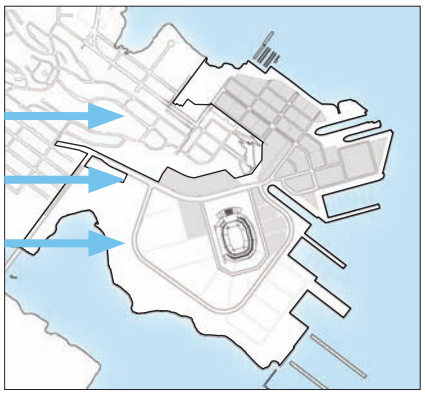
- Shading strategies – To reduce solar heat gain in buildings, sun shading strategies should be employed for west and south facing façades.
- Orientation – Where possible, buildings should be aligned in a generally east / west direction. Given that the goals of wind mitigation and connection to the existing street grid have strongly influenced the 45 degree orientation of the street and block alignment (which in turn influences building alignment), it may not be possible to achieve optimum solar alignment in all case



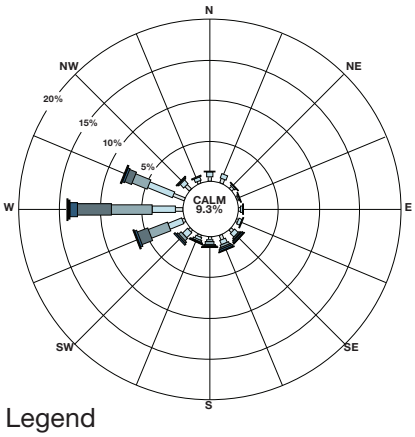
Wind flows in street canyon.



Podium, canopy and street trees deflect winds.



Street and block oriented at 45° to prevailing winds.



Legend

3 – 7	mph	19 – 24	mph
8 – 12	mph	25 – 31	mph
13 – 18	mph	> 32	mph

Hunters Point Naval Shipyard Anemometer – Indicates the direction and intensity of prevailing winds at the site.

4.2.4 Wind

Intent

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

Standards

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

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

Guidelines

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

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

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

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

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

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

4.3 Building Design

This chapter outlines the standards and guidelines pertaining to building design and the mechanisms that will promote a positive built environment, acting as catalysts for incremental growth. It begins with a discussion of the Standards and Guidelines that apply to the common characteristics of all building types within the Shipyard development, creating a unifying architectural language throughout.

A secondary discussion focuses on various building types by use describes their unique features, serving as a basis for differentiating buildings and creating the desired character.

Finally, street wall conditions for specific locations are set forth.

The chapter is organized as follows:

4.3.1 General Building Elements

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

4.3.2 Building Types

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

B Commercial
- Retail and Entertainment
- Research and Development
- Artists
- Stadium

C Other
- Community Use
- Community Serving
- Adaptive Reuse

4.3.3 Street Wall

4.3.1 General Building Elements

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

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

Precedent – Base Activation.

Precedent – Façade articulation.

Precedent – Distinctive corner.

Precedent – Coordinated color palette.

Precedent – Distinctive roof.

Precedent – Sustainable elements.

Precedent – Lighting at entrance.

Precedent – Signage integrated into form.

Precedent – Residential lining larger podium base with tower above.

Precedent – Residential townhomes lining podium.

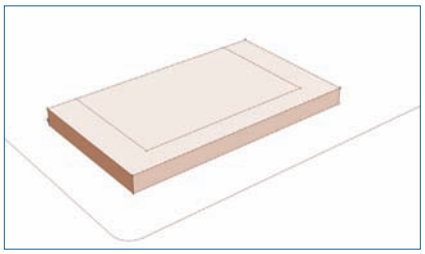
Precedent – Retail lining podium.

A – Base Activation

Intent

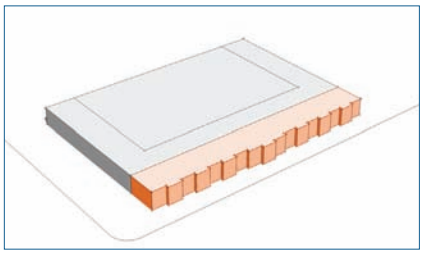
The base of buildings should animate the street by containing active uses supported by generous windows, entrances and outdoor spaces at the street level. Active uses include street-level residential units with street-facing entrances, retail and restaurants that meet and engage the sidewalk with ample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

The way in which street activation can be conceived is shown below.



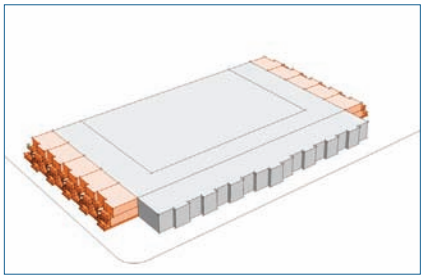
1. Parking Podium

One or several floors.



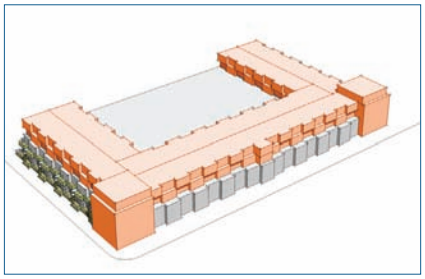
2. Retail/Entertainment/Office

Added to edge of podium on mixed-use streets.



3. Residential Townhomes and Lobbies

Lining podium on residential streets.

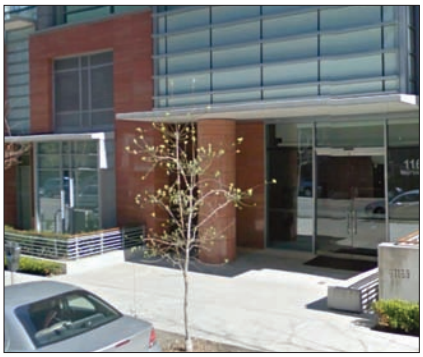


4. Stacked Residential

On top of podium, utilizing podium roof for private landscape zone.

5. Tower

Set back from podium where reinforcement of pedestrian scale is desired; pulled down to street where the tower is desired to be a landmark.



Precedent – Recessed main building entrance with canopy.

Precedent – Main building entrance clearly defined.

Precedent – Individual entrances facing street.

Standards

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

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

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

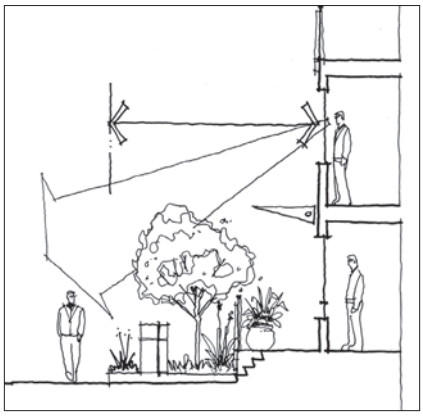
Individual Entrances – All ground floor units facing a public right of way or pedestrian mews shall have street-facing entrance area (patio/stoop) that serves as a transitional area between the building and public realm. Design shall emphasise safety, security, and render the entrance easily identifiable and visually appealing. Entrances shall define private space by creating a sense of 'territoriality' while remaining visually accessible from the street.

Precedent – Individual entrances.

Precedent – Garage entrance off private driveway.

Precedent – Neighborhood retail.

Precedent – Artful elements incorporated into façade.



Eyes-on-the street design principles encourages safety.

Garage Entrances – Entrances to individual residential garages shall be limited to one per unit to an 8 ft width. Entrances may be located on private lanes including in mid-block breaks. They are not permitted on public streets (for standards on parking structure entrances, see Section 4.4.1).

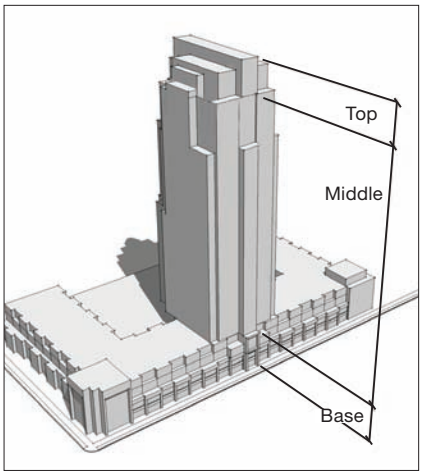
Guidelines

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

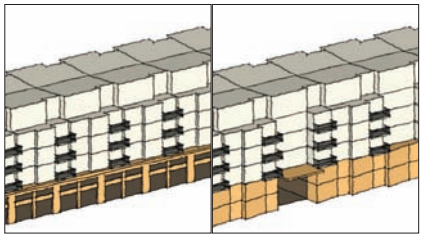
Decorative Elements – Decorative elements that evoke the community character are encouraged. These include use of color, banners and signage.

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

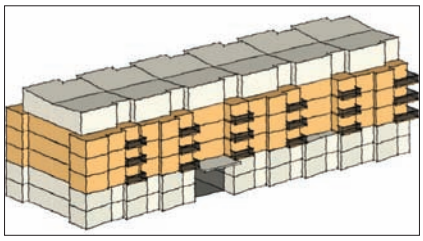
Safety – Buildings and public space should be made safe by ensuring natural surveillance and clear legible boundaries and pathways. 'Eyes on the street' principles should be employed by locating doors, windows, and open spaces to face public streets and parks.



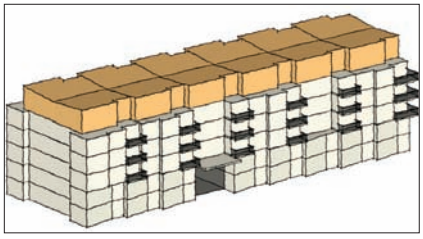
Vertical articulation of high-rise – Base, middle, top.



Low and mid-rise base section – Retail and residential conditions.



Low and mid-rise middle section.



Low and mid-rise top section.

B – Façade Articulation

Intent

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

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

Standards

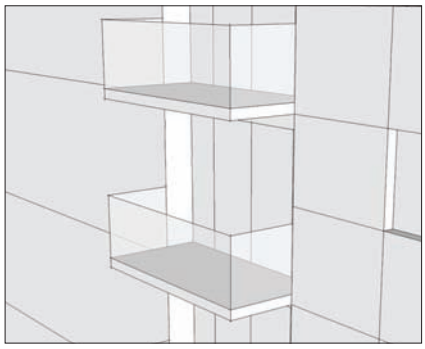
Vertical Articulation – The three segments of the building — base, middle and top — shall be articulated by such elements as cornices, string courses, stepbacks, recesses and projections, changes in floor height, and changes in color and material.

- **Base Section – Retail / Residential**
  - Intended to relate directly with the street and add to the vitality of the public realm.
  - Base should appear to 'ground' the building;
  - Retail modules should have maximal glazing, and characterful signage and awnings.
  - Residential modules should be defined through façade modulation and / or material and / or color differences.
- **Mid Section**
  - Defines the principle building façade.
  - Based on single story units and repeating horizontal modules.
  - Differentiated from base- and top-sections through the use of materials and / or color.
- **Top Section**
  - Articulation of roofline.
  - Penthouse units may be stepped back from primary building face.
  - Possible differentiation of building materials and / or color from mid-section.

Precedent – Horizontal articulation by massing, materials and details.

Precedent – Horizontal articulation by rhythm of bays.

Precedent – Townhome base.



Balconies as integral part of façade articulation.

Horizontal Articulation – Building faces shall have a rhythm of modulation that serves to break down the scale of the building face. The rhythm and width of modulation should be informed by the interior modules. Articulation should be achieved by changes in the building face, materials and colors. Characteristics across a façade should relate to one another to achieve a unified composition.

Horizontal articulation.

Guidelines

Townhome Base – The form of townhomes within multi-unit buildings should be distinguished from floors above in order to delineate a building base.

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

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

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

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

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

Precedent – Reinforce buildings' corners at important intersections.

Precedent – Commercial at corner.

Precedent – High-rise bustle at corner.

Precedent – Unique element reinforcing corner.

C – Corners

Intent

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

Guidelines

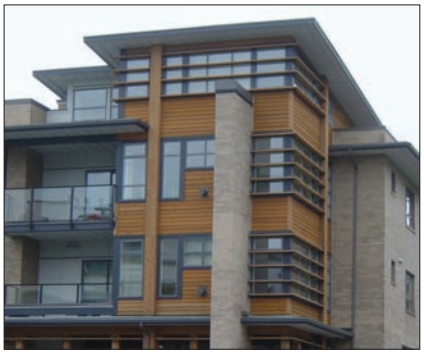
Corner Expression – Buildings at intersection locations should have special architectural treatments that reinforce the street corner's importance as a public realm element. This may be achieved through a change in massing, a contrasting façade finish and/or transparency. Corners may be positive or negative.

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

Precedent – Durable materials.

Precedent – Coordinated materials and colors.

Precedent – Consistent palette of materials creates clear building identity.



Precedent – Materials and their proportionate use reinforce the building form.

D – Materials and Colors

Intent

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

Standards

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

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

Guidelines

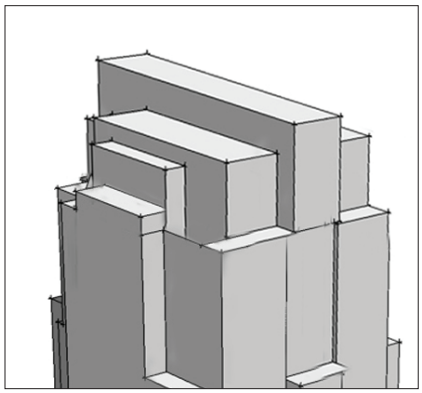
Smart Buildings – The use of intelligent building skins, such as self-cleaning façades and glass, is encouraged.

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

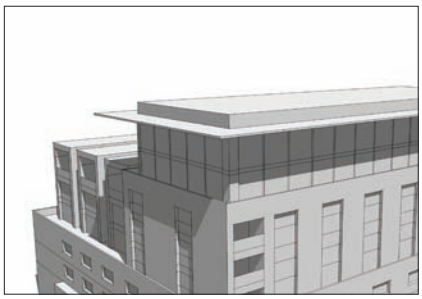
Local Materials – To the extent possible, locally sourced materials should be used to help establish a palette that works with climate, light, history, and culture.

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

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



Articulated roof.



Sheltering roof.

E – Roofs

Intent

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

Standards

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

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

Guidelines

Fifth Façade – Where roofs are viewed from above they should be considered as a 'fifth façade' and carefully designed to be viewed from above.

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

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

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

Stormwater – Roofs should be designed to accommodate stormwater retention strategies. See Section 4.3.2 F and separate 'Infrastructure Plan' and 'Sustainability Plan' for more details.

Green Roof – Locations suitable for the development of green roofs versus building integrated solar should be based upon a shading study that identifies locations that are optimal for both situations. Green roofs should be insulated to minimize heat and noise transfer and use regionally appropriate plant species to minimize water consumption requirements. Drip or bubbler systems to establish green roof plants are permitted, but once the planting has been established the temporary irrigation systems should be disconnected and rendered unusable.

Precedent – Green roof.

Precedent – Solar panels.

Townhome entrances and elevated patios with privacy screening.

Precedent – Patio extends livable space.

Precedent – Private balcony.

Precedent – Common open space.

F – Private Open Space

Intent

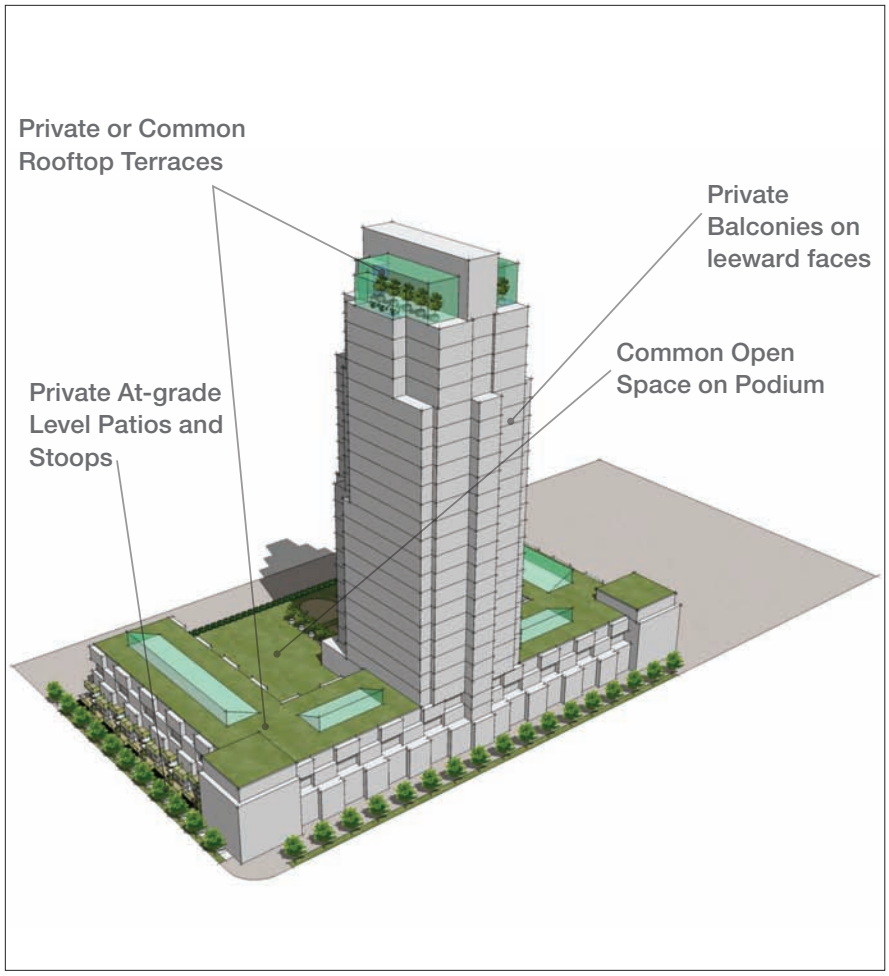
Residential buildings have three distinct open spaces:

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

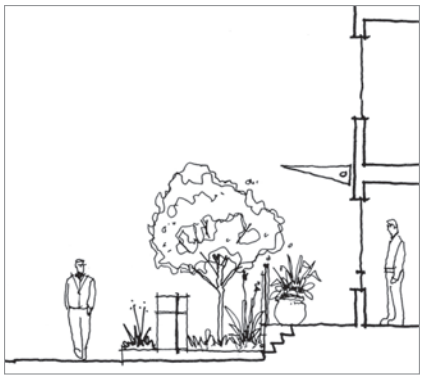
Private at-grade patios and stoops create spaces for individual expression and opportunities for casual neighborly encounters. They should contribute to a safe and engaging public realm by having direct access from the street.

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

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



Private open space zones.



Elevated and screened patio.

Precedent – Landscaping for privacy of patios.

Precedent – Maximize solar access.

Precedent – Common outdoor space with variety of program elements.

Standards

Total Area – Every building shall have a minimum net usable open space equivalent to 60 sq ft per unit. At the developers' option, open space shall be permitted as either Private Common Open Space or Private Open Space or any combination of both.

Private Open Space – Individual private open spaces shall be a minimum of 36 sq ft in the form of a terrace / patio or balcony. Open space with a dimension of less than 6 lineal ft in any direction shall not be counted towards total.

Common Open Space – Shall be a minimum of 100 sq ft. Zones with an individual dimension of less than 10 lineal ft in any direction shall not be counted towards total.

At-grade Open Space – The setback zone of all residential buildings shall be used to create a transition zone between private use and the public realm. Permitted uses within the setback zone include street-facing stairs, stoops, porches, patios, landscaping and driveways.

Grade Separation – Ground floor units shall be elevated above the street by between 24 in – 48 in.

Precedent – At-grade patio in setback zone.

Precedent – Wall, fence and planting combine to enclose patio space.

Precedent – Common space with seating areas.

Guidelines

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

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

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

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

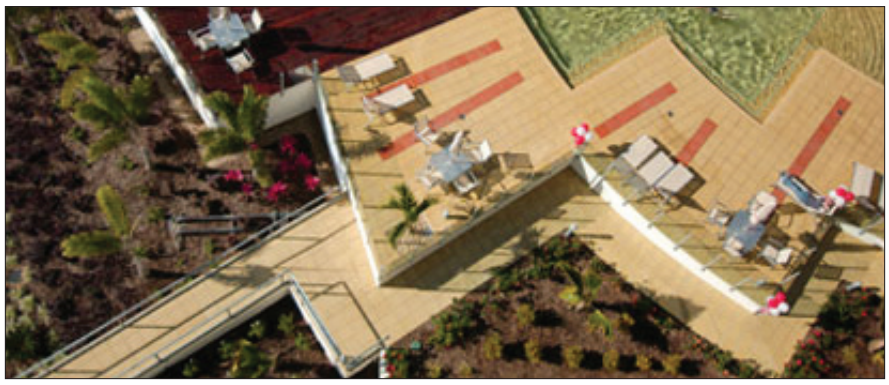
Common Space Programming – A variety of programming uses should be provided to appeal to various constituents. This may include planters, paved areas, gardens, pools and play areas.

Plant Palette – Native and climate appropriate plants are encouraged.

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

Storm Water – Storm water capture and treatment encouraged. Refer to Section 4.3 and the companion 'Infrastructure Plan' for more details.

Precedent – Private gardens on podium.



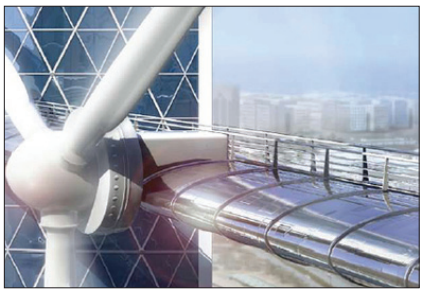
Precedent – Common open space on podium.

Precedent – Flowing water to mitigate surrounding noise.

Precedent – Privacy separation.

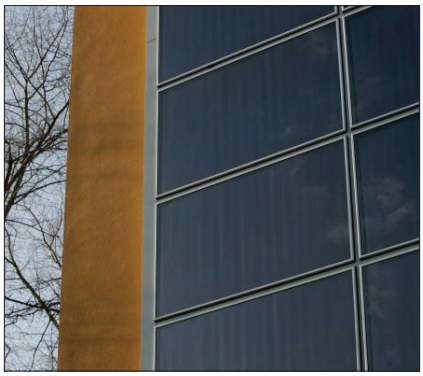
Precedent – Stormwater capture and treatment.

Precedent – Passive energy system.



Precedent – Wind turbine.

Precedent – Solar screens.



Precedent – Solar panels.

G – Sustainability

Intent

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

Standards

- All stormwater runoff from development parcels shall be treated before draining to the stormwater system; this shall be accomplished by ground and/or podium landscaping or by directing runoff to adjacent park parcels.
- Vegetated roofs shall be utilized to reduce rainfall runoff volumes and delay peak stormwater flows.
- Stormwater performance shall adhere to the City of San Francisco's Stormwater Design Guidelines.
- Low Impact Design (LID) component shall be incorporated. This will include: Flow through planter boxes; permeable pavement, permeable pavers and/or vegetated swales incorporated into common areas.

Guidelines

- Sustainable elements should contribute to the cohesive whole of the building and site design.
- Rainwater is encouraged to be harvested for on-site uses such as irrigation.
- Encourage building form, orientation and thermal mass that optimize solar radiation, natural ventilation and day lighting.
- Divert construction, demolition and land clearing debris from landfill disposal.
- Reduce heat-islands by providing light colored / high albedo materials, pervious landscape, high emissivity roofing and green roofs.
- Eliminate light trespass from the building and site, improve night sky access and reduce development impact on nocturnal environments.
- Use regionally manufactured building materials.
- Use durable, thermally efficient roofs, walls and windows that reduce heating and cooling and enhance thermal comfort.
- Use landscaping that requires little or no irrigation or application of synthetic chemicals and that manages and treats storm water and non-point source pollution on-site and replenishes groundwater supplies.

- Use efficient HVAC and electrical lighting systems.
- Use water efficient supply and waste fixtures.
- Reduce the use of finite raw materials and long-cycle renewable materials by replacing them with rapidly renewable materials.
- Use building products that incorporate recycled content materials.
- To the extent possible, use wood-based materials and products, certified in accordance with the Forest Stewardship Council's principles and criteria.
- Use adaptable interior designs, providing visual access to the outdoors and access to daylight.
- Use interior finishes and installation methods that have lower toxic emissions.

Precedent – Lighting and building style integrated.

Precedent – Entry stairway lighting.

H – Building Lighting

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

Intent

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

Standards

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

Guidelines

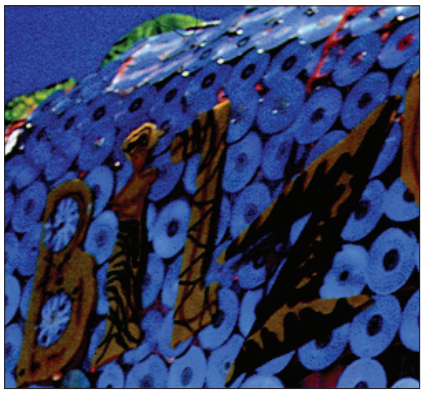
Pedestrian Areas – Pedestrian areas should have adequate illumination for safety.

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

Residential –

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

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



Precedent – Artful signage encouraged.

Precedent – Lighting for building signage.

Precedent – Signage oriented to pedestrians.

I – Building Signage

Note: For information on street and park signage, refer to the companion 'Parks, Open Space, and Habitat Concept Plan'.

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

- Commercial Signage
- Residential Signage
  - Multi-unit residences
  - At-grade residences
- Temporary Signage
- Prohibited Signage

General

Intent

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

Guidelines

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

Legibility – Sign typeface should be clearly legible.

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

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

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

Orientation – Signs should be oriented to face pedestrians.

Lighted Signs

- Externally lighted fascia and blade signs are encouraged.
- Internally lighted or backlit are discouraged.

Precedent – Artful signage encouraged.

Precedent –Signage integrated into architectural form.

Commercial Signage

Standards

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

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

Sign Types:

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

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

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

- **Signs on Awnings**

Precedent – Awning signage consistent with building architecture.

Precedent – Large format signage.

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

- **Nameplate**
  - One nameplate sign is permitted per business.
  - The area shall not exceed 2 sq ft.

Precedent – Common entrance sign.

Precedent – Common entrance sign.

Precedent – At-grade unit nameplate sign.

Residential Signage

Standards

1. Common Entrance Signage

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

Sign Types:

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

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

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

2. Individual Entrance Signage

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

Sign Types:

- **Nameplate**
  - One nameplate sign is permitted per unit.

Precedent – Temporary contractor signs.

Precedent – Temporary for sale sign.

Temporary Signage

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

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

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

Prohibited Signage

The following sign types are prohibited**:**

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

4.3.2 Building Types

A variety of building types serving a range of functions are incorporated within the Shipyard. These are discussed in the following section and include:

A – Residential

- Low-rise to 65 ft
- Mid-rise to 85 ft
- High-rise to 370 ft

B – Commercial

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

C – Other

- Community-use
- Community Serving
- Adaptive Reuse

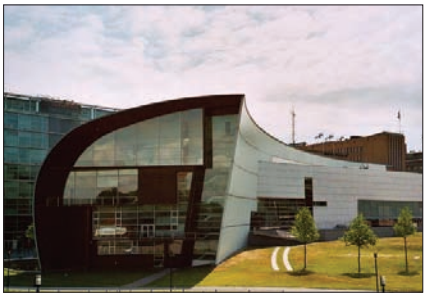
Precedent – Residential low-rise building.

Precedent – Residential mid-rise building.

Precedent – Residential high-rise building.

Precedent – Mixed-use Building: retail with residential above.

Precedent – Mixed-use Building: retail with office above.



Precedent – Research and Development

Precedent – Low-rise, tuck-under townhomes.

Precedent – Low-rise, liner townhomes.

Precedent – Low-rise, stacked units.

Precedent – Mid-rise.

Precedent – High-rise.

A – Residential

General

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

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

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

Intent

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

Precedent – Low-rise facing park edge.

Precedent – Low-rise with ground entrances.

A – Residential Low-rise / Mid-rise

Intent

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

Mid-rise buildings are planned in strategic locations in order to emphasize and frame important spaces. Both low-rise and mid-rise building types should focus on a set of design features that ensure visual interest from the street through changes in plane and a fine attention to architectural detail.

Standards

Townhome Garages – Street fronting townhome garages are discouraged. Any townhomes that incorporate on-street garages shall engage the street with design characteristics to limit the visual presence of garage doors, emphasizing the garage as secondary to the main entrance and front yard. Side-by-side garages are prohibited.

Grade Separation – Ground floor units shall be elevated between 24 in and 48 in above the street for privacy.

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

Townhome Form – Freestanding townhomes may be designed with individual character; however, the character of townhomes within larger multi-unit buildings should be consistent with the main building.

Residential Courtyards – Residential courtyards that may be accessed or at least viewed from public streets and mews are encouraged.

Stepback – A stepback on the top floor of low-rise and the top two floors of mid-rise buildings is required in order to decrease the apparent bulk of the building from the street, while providing rooftop outdoor space for penthouse units. The step back applies to any building face fronting a public street. See Section 4.2.4 for a more detailed description of these conditions.

Precedent – Distinct building top.

Precedent – Top of mid-rise is stepped back.

Guidelines

Low-rise/Mid-rise Form – Low-rise and mid-rise multi-unit buildings should be articulated in the horizontal and vertical planes.

Vertical articulation – Building design should define a bottom, middle, and top.

- Bottom – The bottom is comprised of at-grade units that are distinguished from upper floors through the use of street facing individual entrances, materials, color, and/or façade modulation in order to 'ground' the building.
- Middle – The middle section of the building is based on a single story of units repeating vertically; elements extend consistently throughout the mid section.
- Top – The top is comprised of the upper floor of a low-rise and the upper one or two floors of a mid-rise. The top floor(s) may be stepped back and may utilize distinguishing color or materials. The roofline may be articulated.

Horizontal articulation – Horizontal elements such as bay windows, fenestration, balconies, color, materials, and recesses should be used to define the horizontal rhythm of the building façade. They should be modulated to emphasizing individual unit dimensions. Horizontal rhythm may differ across the three vertical zones described above; excessive differentiation is discouraged.

Freestanding Townhome Form ('Tuck-under') – Freestanding townhomes may be designed with individual character, or in a consistent style. Modular rhythm should be emphasized through the use of common elements such as bay windows or door recesses. Variety in form that relates to pedestrian level detailed design is encouraged.

Residential Courtyards – Residential courtyards that may be accessed or at least viewed from public streets and mews are encouraged.

Precedent – Distinct breaks in floor plates reduce apparent façade.

Precedent – Primary plane of tower extends to full height.

A – Residential High-rise (Tower)

Intent

General

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

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

Floor Plate

The edges of tower floor plates should be broken into segments in order to more finely articulate the basic vertical form and avoid monolithic buildings that are out of proportion with the community's finely scaled buildings. Within these divisions there can be subdivisions to respond to specific unit layouts, however simpler forms are encouraged. Segmentation can be in either symmetrical or non-symmetrical fashion.

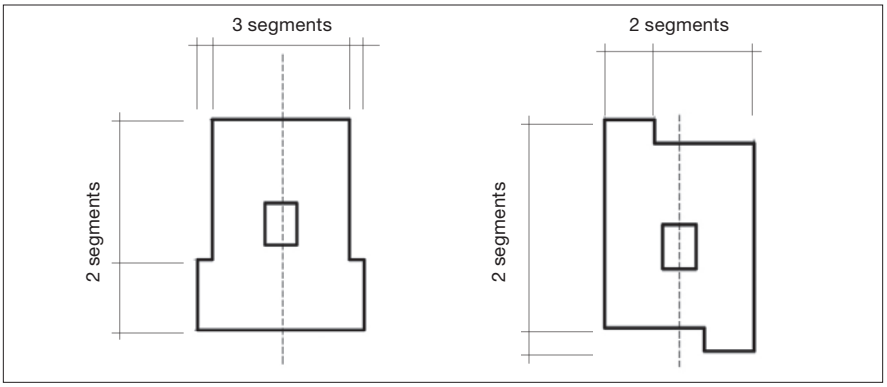
Elevation

Towers should be conceived as vertical planes that are extrusions of the floor plates. There should be a primary and a secondary plane(s). Both should be generally unbroken in order to accentuate the verticality of the tower. For towers over 350 ft height, the primary plane should be unbroken for the entire height of the tower, and the secondary plane(s) should be subordinate in height so that the tower has a clearly defined top and does not have an overbearing mass.

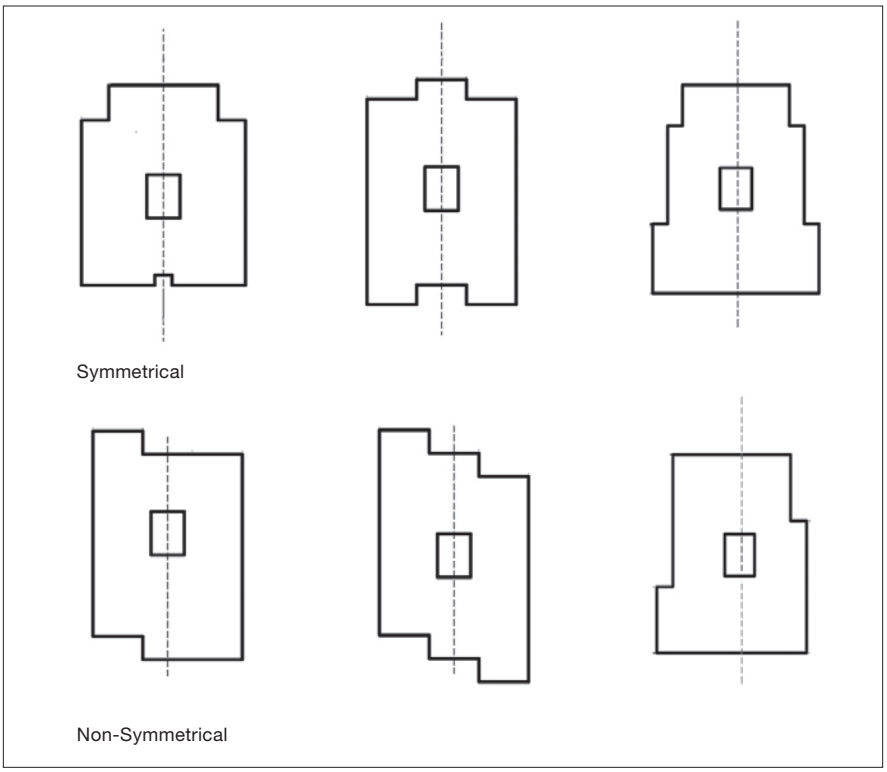
Precedent – Floor plate segmentation.

Standards

Floor plate segmentation – Both the long and the short side of floor plates shall have a minimum of two segments and no segment shall exceed the maximum permitted apparent face of 100 – 110 ft, depending on tower height (see Section 4.2.3 for specific requirements).



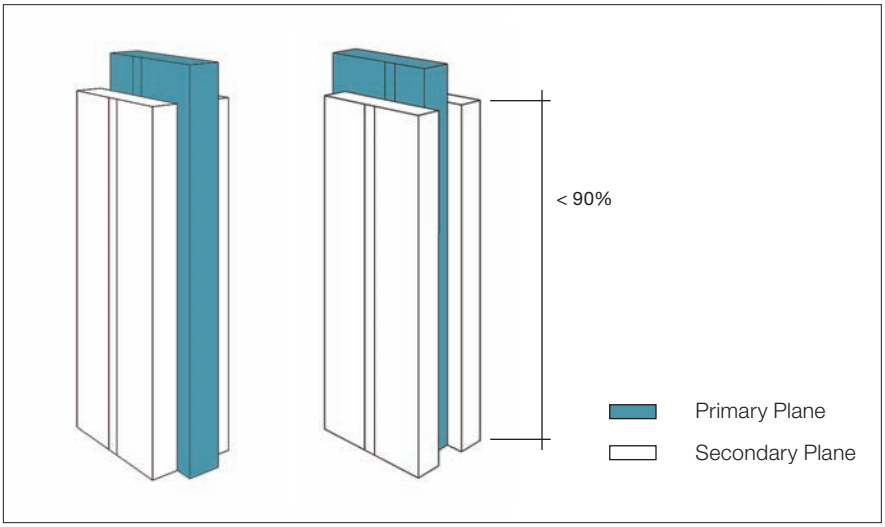
Floor plate segmentation – minimum two segments.



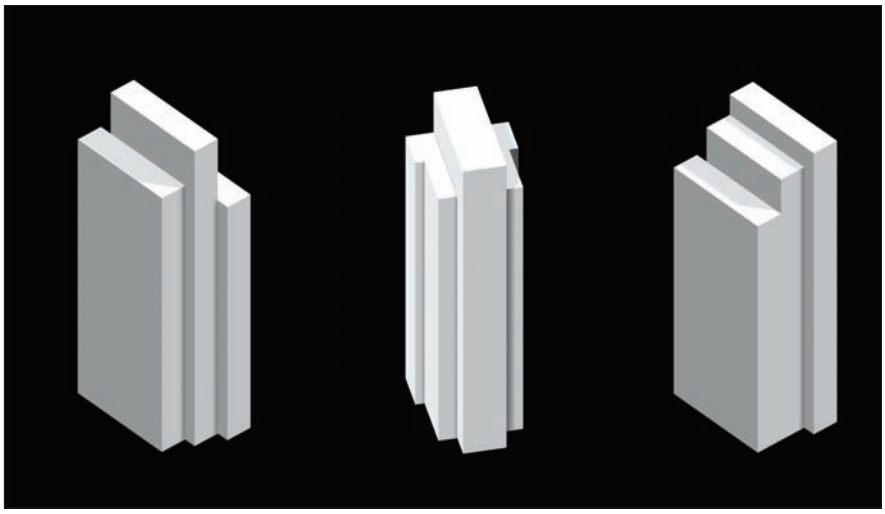
Floor plate segmentation – various examples.

Precedent – Elevation segmentation of primary and secondary planes.

Elevation segmentation – Towers over 350 ft height shall have a minimum of two vertical planes – a primary and secondary plane(s). The size of the primary plane shall be no more than 2/3's and no less than 1/3 of the full floor plate size (i.e. for a floor plate of 12,500 sq ft, the primary plane shall be between 4,200 sq ft and 8,350 sq ft. The primary plane shall be the full height of the tower. The secondary plane(s) shall be no taller than 90% of the height of the primary plane.



Elevation segmentation – primary and secondary planes.



Elevation segmentation – Various examples.

Precedent – Tower base in proportion to tower shaft.

Precedent – Distinctive forms and materials are encouraged.

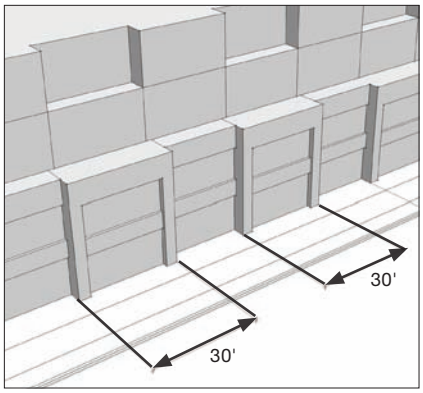
Precedent – Bustle character consistent with adjoining tower.

Guidelines

Tower Base – the composition of the tower base (podium) and tower shaft should have common patterns and materials that tie them together. Shorter towers will look more elegant if they reach the street and if the podium they are set in or on to is short; taller towers may look more stable if set on a podium of several floors height, although consideration should also be given to letting them reach the street level, particularly where they are intended by the urban design to be landmarks.

Innovation – innovative design that creates distinctive buildings is encouraged for towers more-so than low and mid-rise buildings, since towers are intended to be landmarks. This may include dynamic expression in materials and forms.

Bustle – Bustles (low-rise or mid-rise extensions of towers) should have a character that is consistent with the tower in order to unify the two forms.



Storefront bays articulated at regular increments.

Canopies and building recesses create inviting spaces.

B – Commercial Retail / Mixed-use

Intent

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

Standards

Sidewalk Relationship – Retail buildings shall be oriented to and meet the sidewalk at grade. 12 ft setback to accommodate patio dining is permitted.

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

- Glazing – store frontage shall have at least 60% glazing; glazing shall be transparent.
- Materials – in mixed-use buildings, the retail architectural elements shall reference the proportions, materials and colors of the residential building above.
- Outdoor displays and patios – are encouraged, but shall maintain a minimum 6 ft wide clear pedestrian zone within the public sidewalk.

Store Height and Depth – All retail spaces shall be a minimum of 12 ft height and 40 ft in depth. A depth of 20 ft is allowable only for stores fronting Spear and Galvez.

Blank Walls – Areas without entries or windows are prohibited on pedestrian-oriented retail streets. Blanks walls shall be no longer than 8 ft along other retail street frontages. Display windows are not considered blank walls.

Guidelines

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

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

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

Canopies / Awnings – Canopies or awnings should be provided for the sun, wind and rain protection of pedestrians. Their design should be integrated with the building architecture. Permanent materials are encouraged over vinyl or fabric.

Precedent – Storefront glazing.

Precedent – Retail entrances should be clearly distinguishable from residential entrances.

Precedent – Integrated canopy and distinct bays.

Precedent – Plaza between buildings.

Precedent – Sustainable design.

B – Commercial Research and Development (R&D)

Intent

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

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

Standards

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

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

Parking Entries and Loading – Parking entries and loading shall be located on secondary streets. Parking entries or loading shall not be permitted on a building face that fronts a park or open space.

Guidelines

Sustainable Features – Incorporation of solar shading, green walls, and other sustainable design elements into the building façade of office buildings is encouraged.

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

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

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

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

At-grade Mechanical Equipment – At grade mechanical equipment should be screened from view.

Precedent – Common open space.

Precedent – Base engages the street; modulated roofline.

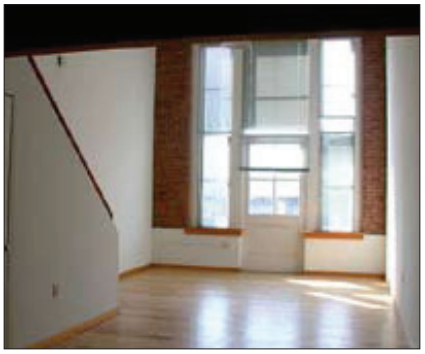
Precedent – Façade variation and articulation.

Precedent – Building entrance clearly defined.

Precedent – Building face incorporates sustainable features; base engages the street.

Precedent – Container concept

Precedent – Outdoor space at Miami Arts District



Precedent – Bright studio at Lowertown in St. Paul MN.

B – Commercial Artists' Studios

Intent

Additional artists space will be provided within the Village Center or South Neighborhoods, as replacement space for those artists displaced by the development. Replacement studios should provide a range of studio spaces as related to privacy, lighting, noise, fumes, and other requirements. The replacement space should be able to support the creation of a variety of media.

Final location of the artists' replacement studios is yet to be determined.

Guidelines

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

Studios – Studio spaces should have sufficient natural light for artistic activities, and have adequate natural or mechanical ventilation to exhaust fumes generated by artistic activities.

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

IMAGES TO BE ADDED

Precedent –

B – Commercial Stadium

Intent

Standards

Guidelines

STANDARDS AND GUIDELINES TO BE ADDED

Precedent – Community center on Market Street.

Precedent – Fire station in San Francisco as part of the street fabric.

Precedent – Recreational facilities.

C – Other / Community Use

Intent

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

Standards

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

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

Guidelines

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

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

Iconic Architecture – Where building stands alone, it should be an expressive design that includes a simple roof form and unique elements that distinguish it as a civic building.

Precedent – Public restaurant at waterfront.

C – Other / Community Serving

Intent

Within State Trust lands there are locations that may accommodate buildings for community-serving uses such as a marina, restaurant and ferry terminal. These buildings are important features on the Shipyard waterfront because they serve to punctuate and create identity to important locations within the waterfront park and they offer destinations along the Bay Trail.

Standards

Active Frontage

- Buildings shall be sited to engage the public waterfront path and open space system and encourage public use.
- Program elements, layout, fenestration and entrances shall encourage public use.

Guidelines

Expressive Design – The building should have an expressive design that includes a simple roof form and unique elements that distinguish it as a civic building.

Precedent – Restoration of historic shoreline features.

C – Other / Adaptive Reuse Buildings and Facilities

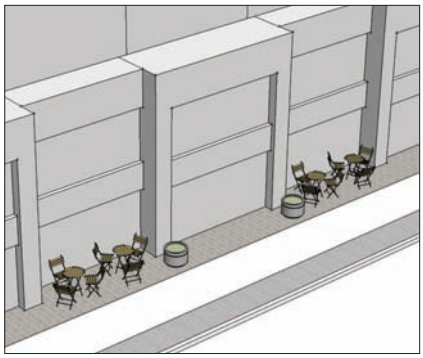
Intent

A number of historic buildings at the Shipyard may be considered for adaptive reuse. These may include buildings 204-208, 211, 131, 153, 813 and others. Other shoreline facilities may also be considered for adaptive reuse. These may include the re-gunning crane, the drydocks and surrounding artifacts (light standards, rail spurs, crane tracks, drydock perimeter fencing, bollards and cleats). Any proposed development of this type would need to perform to the following expectations.

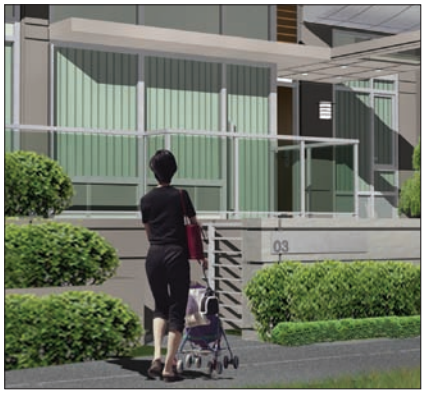
Standards

Historic Attributes

- Shall maintain the overall building form and massing.
- Shall preserve decorative details of the structure.
- Shall retain the fenestration pattern.



Retail has no setback in order to strengthen the relationship with sidewalk.



Residential setback allows for patio zone.

Precedent – State Recreation Area setback zone.

4.3.3 Street Wall

Intent

In order to control the quality and character of the street wall at the edge of development blocks, standards are set forth for:

- Setbacks.
- Build-to lines.
- Projections.
- Stepbacks.

The street wall helps to shape and define the public realm. Retail high streets will have strong building edges, where most of the building face meets the property line; whereas, residential streets will have generous setbacks for the provision of stoops, patios and other at-grade design elements.

This section explains the street wall standards and then indicates in Table 4.1 and Figures 4.4a and 4.4b their type and location.

A. Setback

A building setback is the minimum required distance between the property line and the nearest face of the building. Setbacks apply to the ground floor use of a building.

Intent

Setback zones, where specified, should be used for the purpose of landscaping or for active uses such as patios and entrance areas.

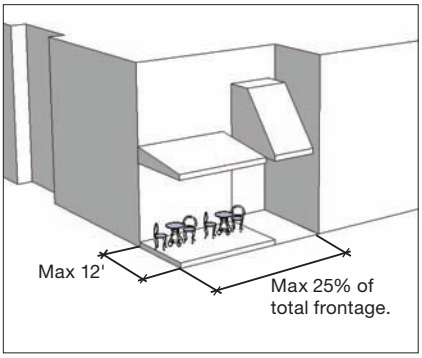
Standards

Location – Setback zones are set forth in Table 4.1 and Figures 4.4 – 4.12.

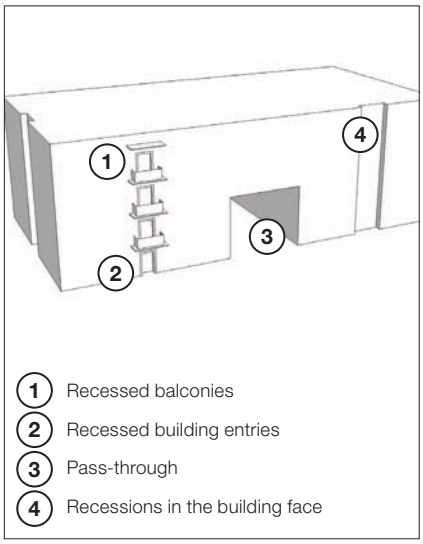
Retail – There are no required setbacks for retail in order to provide a street wall that engages with the adjacent sidewalk.

Residential – A minimum setback of 10 ft to building face is required for residential buildings to allow for the provision of landscaping and street facing patios and stoops. The setback shall not vary along the predominant wall of a building once established. (Variation in the position of the building face are allowed and described in Build-To Percentages.) Exceptions:

1. Residential use that is located above retail use (i.e. mixed-use).
2. Portions of a residential building that are adjacent to or across the street from a park/open space shall have a minimum setback of 6 ft.



Build-to line exemptions for retail condition.



Minor variations excluded from build-to line calculations.

Precedent – Recessed balconies exempted from build-to calculations.

Precedent – Recessed building entrances exempted from build-to calculations.

B. Build-to Line

The build-to line is expressed as a percentage of the setback line for building faces that front a public street. For instance, with a 70% build-to line, this means that 70% of all building faces fronting a public street must meet the setback, while no more than 30% of building faces may be behind the setback. Build-to percentage are indicated in Table 4.1.

Intent

Build-to lines are intended to ensure that buildings are situated at or close to setback lines in order to create and maintain defined street walls. Street walls are important in the framing and animation of the public right of way.

Standards

Location – Build-to percentages are set forth in Table 4.1 and Figures 4.4 – 4.12.

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

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

C. Stepback

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

Standards

Location – Stepbacks are set forth in Table 4.1 and Figures 4.4 – 4.11.

Precedent – Bay window projections within setback zone.

D. Projection

A projection is that portion of a building that projects beyond the setback line. If the building has no required setback then the projection will be into the public right of way. There are a number of types of projections as described below.

Standards

Location – Projections are set forth in Table 4.4 and Figures 4.4 to 4.12.

Habitable Projections – Habitable space within a projection means a portion of the building enclosed by walls and a roof. Typically this will be a bay window, corner element, or regularly occurring bay that extends through some or all floors of a building. A habitable space may project 4 ft into a setback zone, or 3 ft into the public realm but must allow a minimum of 9 ft vertical clearance to the sidewalk. Habitable projections shall be limited to 40% of the building face and no individual habitable projection may exceed 12 ft in length.

Non-habitable Projections – non-habitable projections are spaces utilized by residents that are not enclosed by walls and a roof. Non-habitable spaces include all usable balconies, which may extend no more than 6 ft into a setback, or 3 ft into the public realm but must allow a minimum of 9 ft vertical clearance to the sidewalk. Non-habitable projections shall be limited to 40% of the building face and no individual non-habitable projection may exceed 12 ft in length.

Other Projections – Other allowable projections include:

- Decorative elements such as belt courses, cornices, sills and eaves to a maximum 2 ft 6 in beyond the setback.
- Decks, patios and steps at the first floor of occupancy may project to the property line.
- Fences, railings, chimneys, awnings and canopies may project to the property line.
- Retail signs, canopies and awnings may project to 5 ft beyond property line; a minimum 9 ft vertical clearance to the sidewalk shall be maintained.

Table 4.4 Street Wall Conditions

The table below lists the prescribed street wall by building or streetwall type:

STREET WALL CONDITIONS										
BUILDING TYPE		MINIMUM SETBACK (ft)		MINIMUM BUILD-TO (%)		MINIMUM STEP-BACK (ft)	MAXIMUM PROJECTION (ft)		OTHER	
		Non-retail Uses	At-grade Retail	Non-retail Uses	At-grade Retail		Habitable	Balcony	Minimum Retail Height	Minimum Retail Depth
A	Mixed-use Low-rise	0	0	70	85	10	4	6	12	40
B	Mixed-use High-rise	0	0	70	85	n/a	3	3	12	40
C	Commercial Parking Structure	0	0	70	85	n/a	3	n/a	12	20
D	Residential Low-rise	10[1]	0	70[2]	85	10	4	6	12	40
E	Residential Mid-rise	10[1]	0	70	85	10	4	6	12	40
F	Mid-block Break	20	20	70	85	ratio[3] 1:1.2	4	6	12	40
G	R&D Street Edge	10	0	70	85	10	3	3	12	40
H	R&D Park Edge	10	0	50	85	10	4	6	12	40

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

[2] Build-to percentage is 50% for streetwall fronting park.

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

Buildings are defined as follows:

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

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

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

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

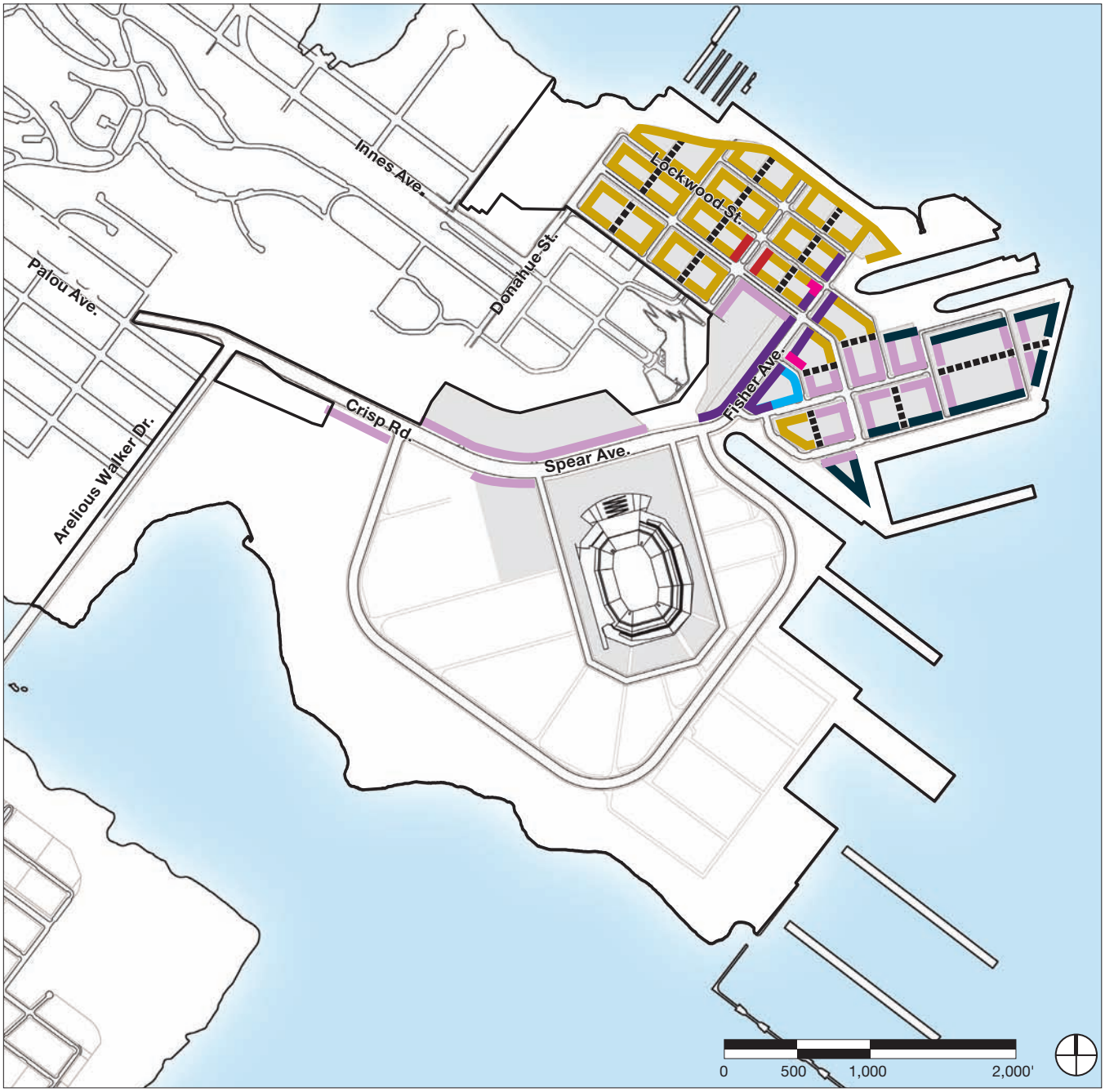
E **Residential Mid-rise –** Residential building to a maximum height of 85 ft. Limited retail allowed in base.

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

G **R&D Street Edge –** A commercial office building to a maximum of 105 ft height.

H **R&D Park Edge –** A commercial office building to a maximum of 105 ft height.

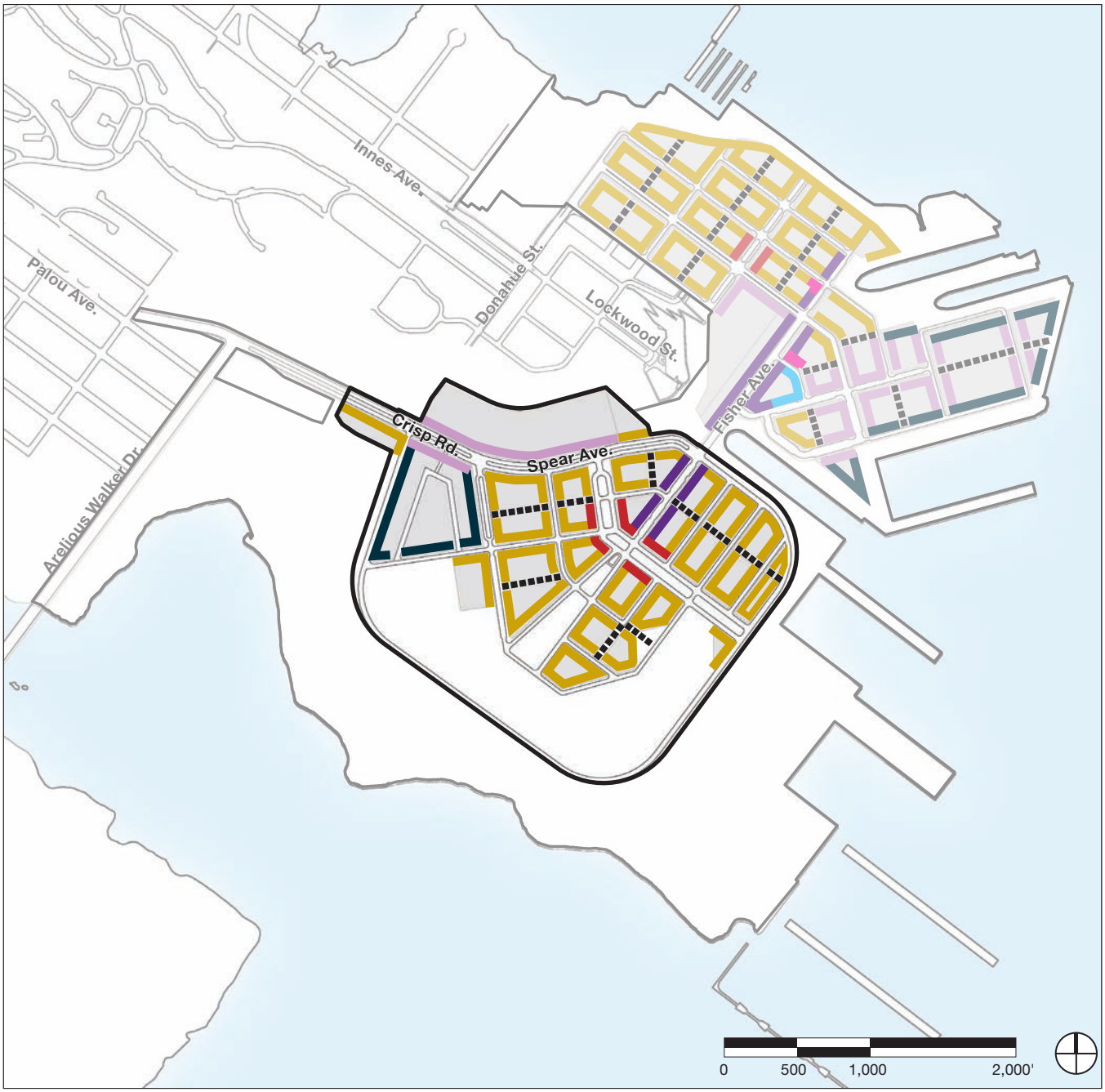
Figure 4.4a Street Wall



Legend

- A. Mixed-use Low-rise
- B. Mixed use High-rise
- C. Commercial Parking Structure
- D. Residential Low-rise
- E. Residential Mid-rise
- F. Mid-block Break – Laneway or Pedestrian Mews
- G. R&D Street Edge
- H. R&D Park Edge

Figure 4.4b Street Wall – Non-Stadium Housing Option



Legend

- A. Mixed-use Low-rise
- B. Mixed use High-rise
- C. Commercial Parking Structure
- D. Residential Low-rise
- E. Residential Mid-rise
- F. Mid-block Break – Laneway or Pedestrian Mews
- G. R&D Street Edge
- H. R&D Park Edge

Figure 4.4c Street Wall – Non-Stadium R&D Option

STREET WALL
MAP TO BE ADDED

Legend

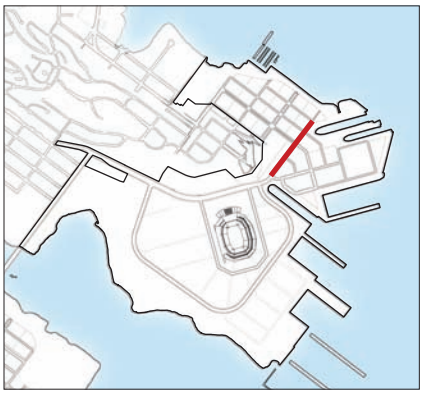


Figure 4.5 A – Mixed-use Low-rise

Standards

Mixed-use buildings located along Fisher Avenue shall have a street wall as indicated below. Maximum building height is indicated in Section 4.2.2. Minimum building height if applicable is indicated in Section 5.

SETBACK – There is no setback.

STEPBACK – Building shall step back 10 ft above 55 ft height.

PROJECTION – Maximum 3 ft for habitable space and 3 ft for balcony beyond property line for up to 40% of building face.

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

RETAIL – Minimum height of 12 ft and depth of 40 ft. Except on Spear and Galvez frontages where minimum depth is 20 ft.

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

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

Figure 4.6 B – Mixed-use High-rise

Standards

A mixed-use high-rise shall have a building edge as indicated below. Maximum building height is indicated in Section 4.2.2. Minimum building height if applicable is indicated in Section 5.

SETBACK – There is no setback.

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

PROJECTION – Maximum 3 ft for habitable space and 3 ft for balcony beyond property line for up to 40% of building face.

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

RETAIL – Minimum height of 12 ft and depth of 20 ft.

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

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

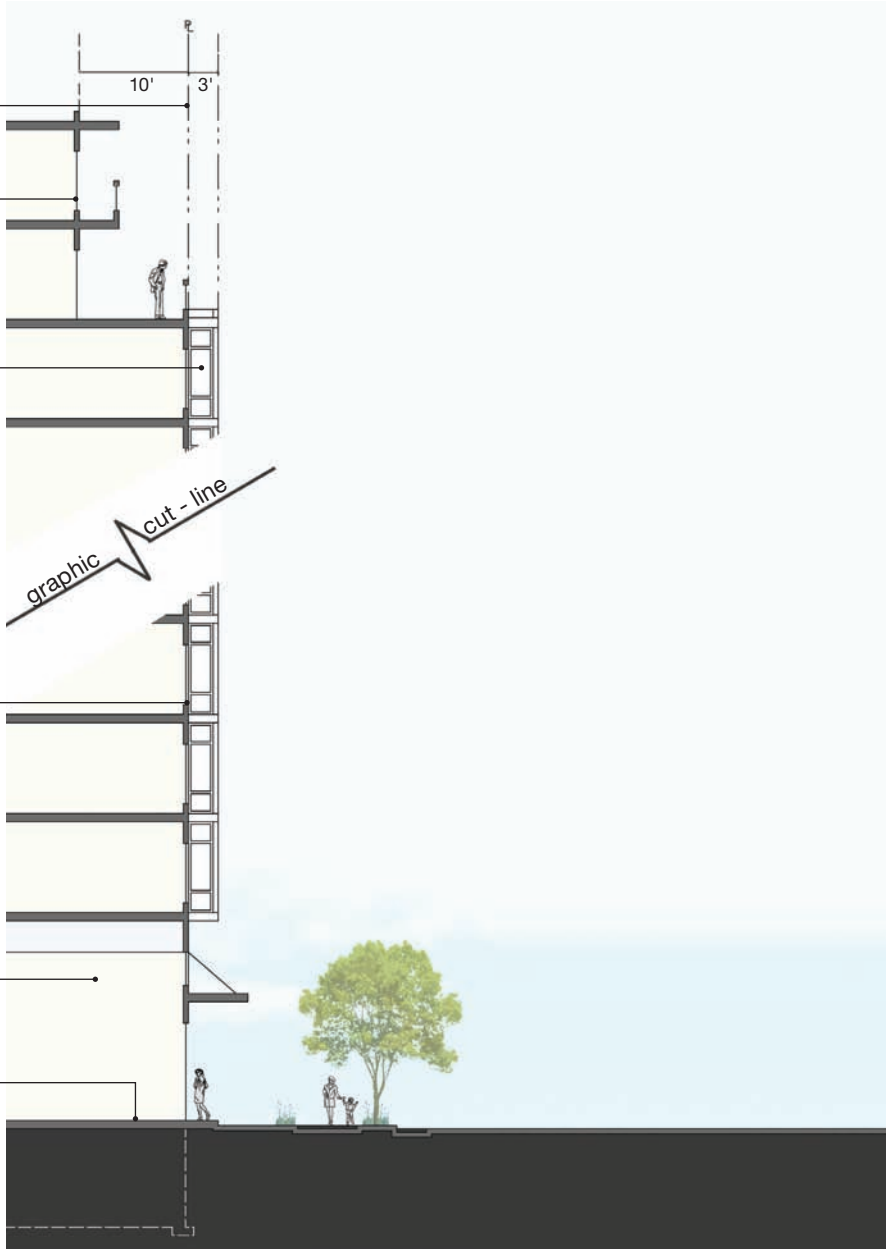


Figure 4.7 C – Commercial Parking Structure

Standards

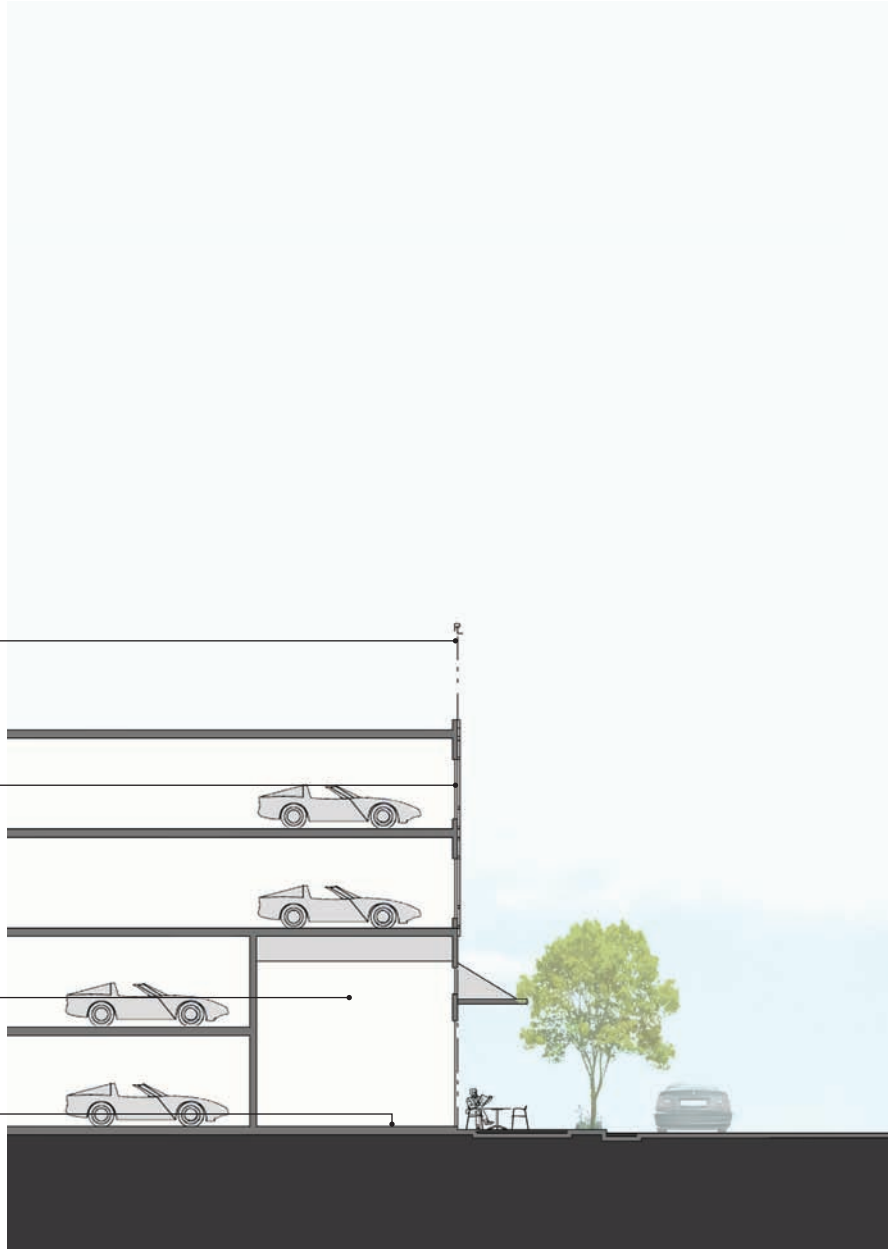
The commercial parking structure at Spear Avenue and Galvez shall have a building edge as indicated below. Maximum building height is indicated in Section 4.2.2. Minimum building height if applicable is indicated in Section 5.

SETBACK – There is no setback.

BUILD TO LINE – Minimum 70% of floors above retail must be built to the property line; 85% of retail building face must be built to property line.

RETAIL – Retail or active uses shall occupy ground floor at Spear and Galvez for a minimum length of 30 ft from the corner and to a minimum depth of 20 ft and minimum height of 12 ft. Where there is no retail the building face must have a visual screen or 'living' landscaped wall to conceal parking.

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



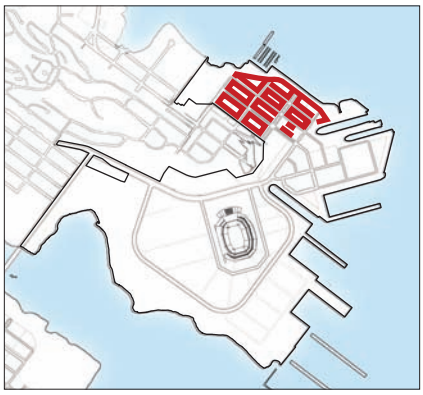


Figure 4.8 D – Residential Low-rise

Standards

Residential low-rise buildings shall have a building edge as indicated below. Maximum building height is indicated in Section 4.2.2. Minimum building height if applicable is indicated in Section 5. The location of the mixed-use high-rises may vary provided they are within the allowable zone shown in Figure 4.3.

SETBACK – Building face must be set back 10 ft from the property line. Patio and underground parking may extend to the property line.

STEPBACK – Building shall stepback 10 ft above 55 ft height.

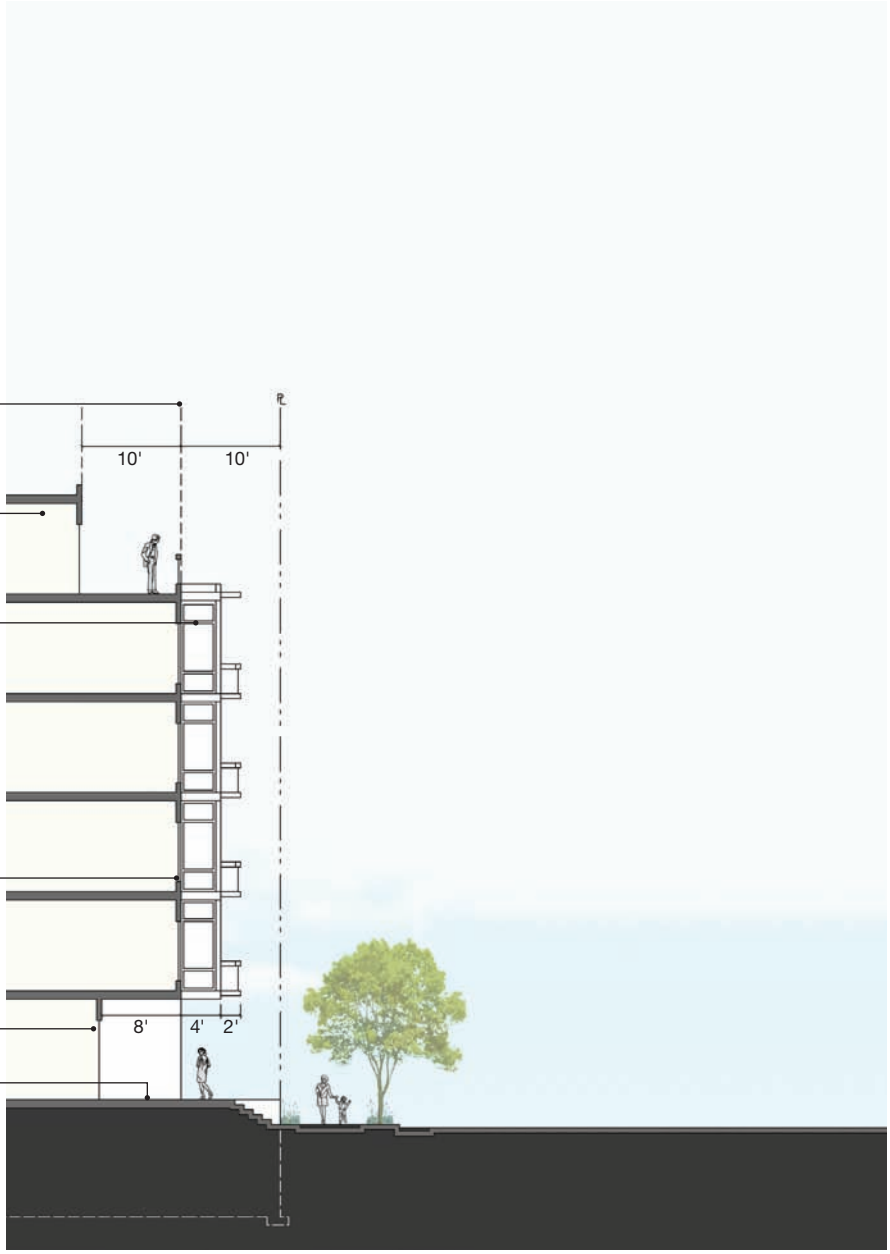
PROJECTION – Maximum 4 ft for habitable space and 6 ft for balcony into setback for up to 40% of building face.

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

BUILDING ENTRANCE – Maximum 8 ft recess.

SEPARATION – Units must be 24 in to 48 in above street; main building entry may be at street level.

U/G PARKING – May be built to the property line provided a minimum of 36 in soil depth maintained where landscape provided.



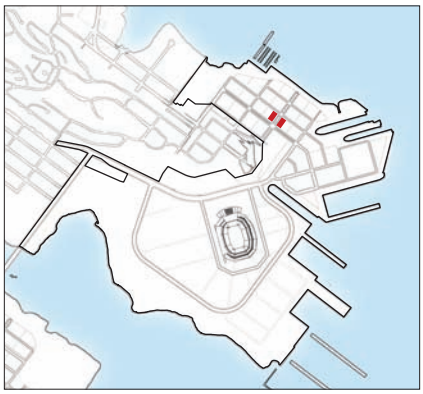


Figure 4.9 E – Residential Mid-rise

Standards

Residential mid-rise buildings shall have a building edge as indicated below. Maximum building height is indicated in Section 4.2.2. Minimum building height if applicable is indicated in Section 5.

SETBACK – Building face must be setback 10 ft from property line. Patio and underground parking may extend to property line.

STEPBACK – Building shall stepback 10 ft above 65 ft height.

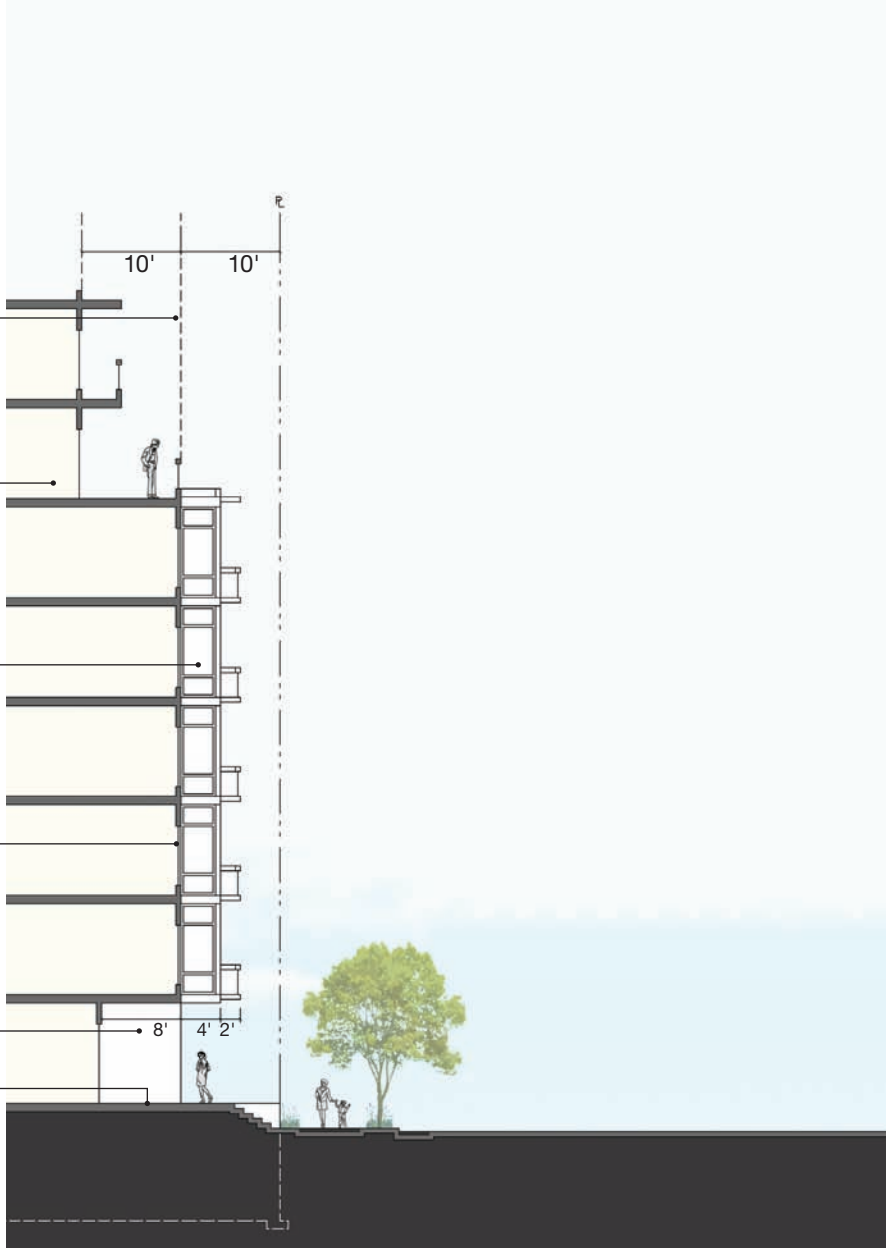
PROJECTION – Maximum 4 ft for habitable space and 6 ft for balcony into setback for up to 40% of building face.

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

BUILDING ENTRY – Max. 8 ft recess.

SEPARATION – Units must be 24 in to 48 in above street; main building entry may be at street level.

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



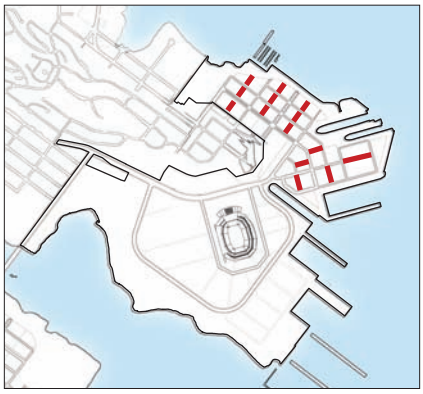


Figure 4.10 F – Mid-block Break

Intent

Mid-block breaks in the form of either **pedestrian mews** or **vehicular lanes** have a building edge as indicated below. Maximum building height is indicated in Section 4.2.2. Minimum building height if applicable is indicated in Section 5.

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

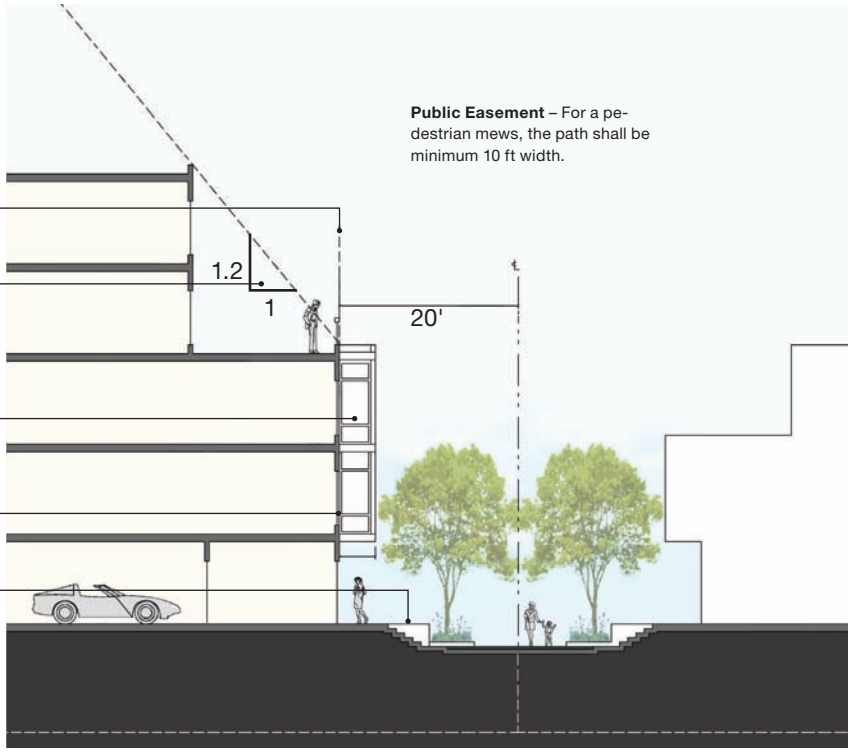
STEPBACK – Building shall step back at a ratio of 1:1.2 above 35 ft height to a maximum of 85 ft height after which the height may be the maximum permitted for the zone.

PROJECTION – Maximum 4 ft for habitable space or 6 ft for balcony into setback for up to 40% of building face.

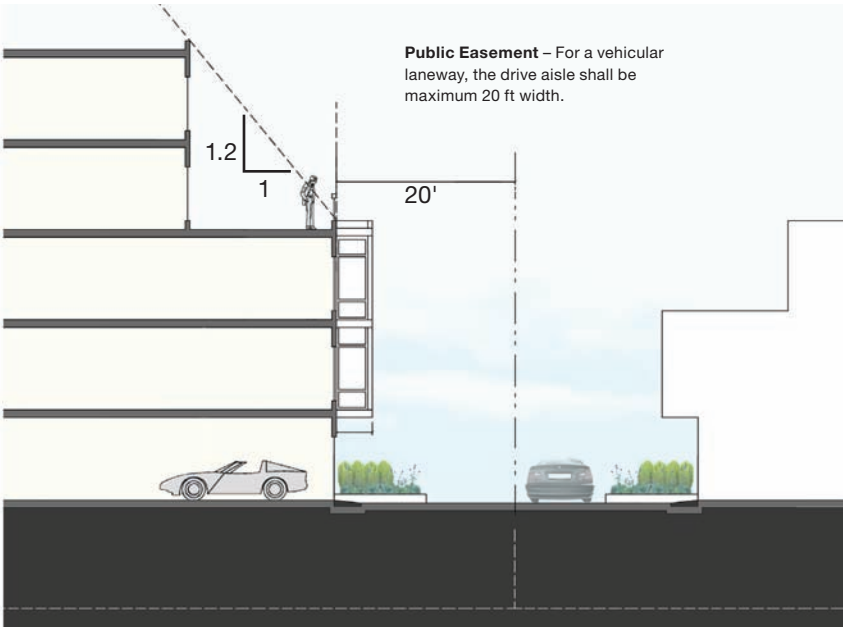
BUILD TO – 70% of building face must be built to setback line.

SEPARATION – Units must be 24 in to 48 in above the pathway if fronting a pedestrian mews.

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



Pedestrian Mews



Vehicular Lane

VEHICULAR LANE STANDARDS – All standards for pedestrian mews set forth above shall apply to vehicular lane.

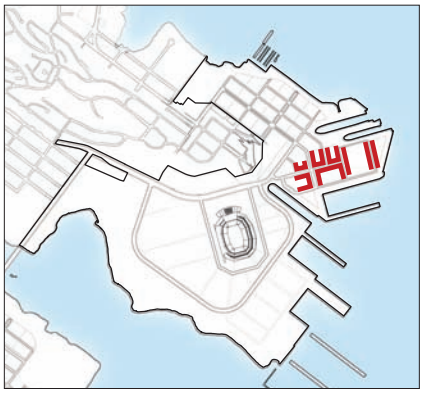


Figure 4.11 G – R&D Street Edge

SETBACK – Building face must be setback 10 ft from the property line. Underground parking may extend to the property line

STEPBACK – Building shall stepback 10 ft: above 45 ft for buildings to 65 ft height; above 65 ft for buildings to 85 ft height; above 85 ft for buildings to 105 ft height.

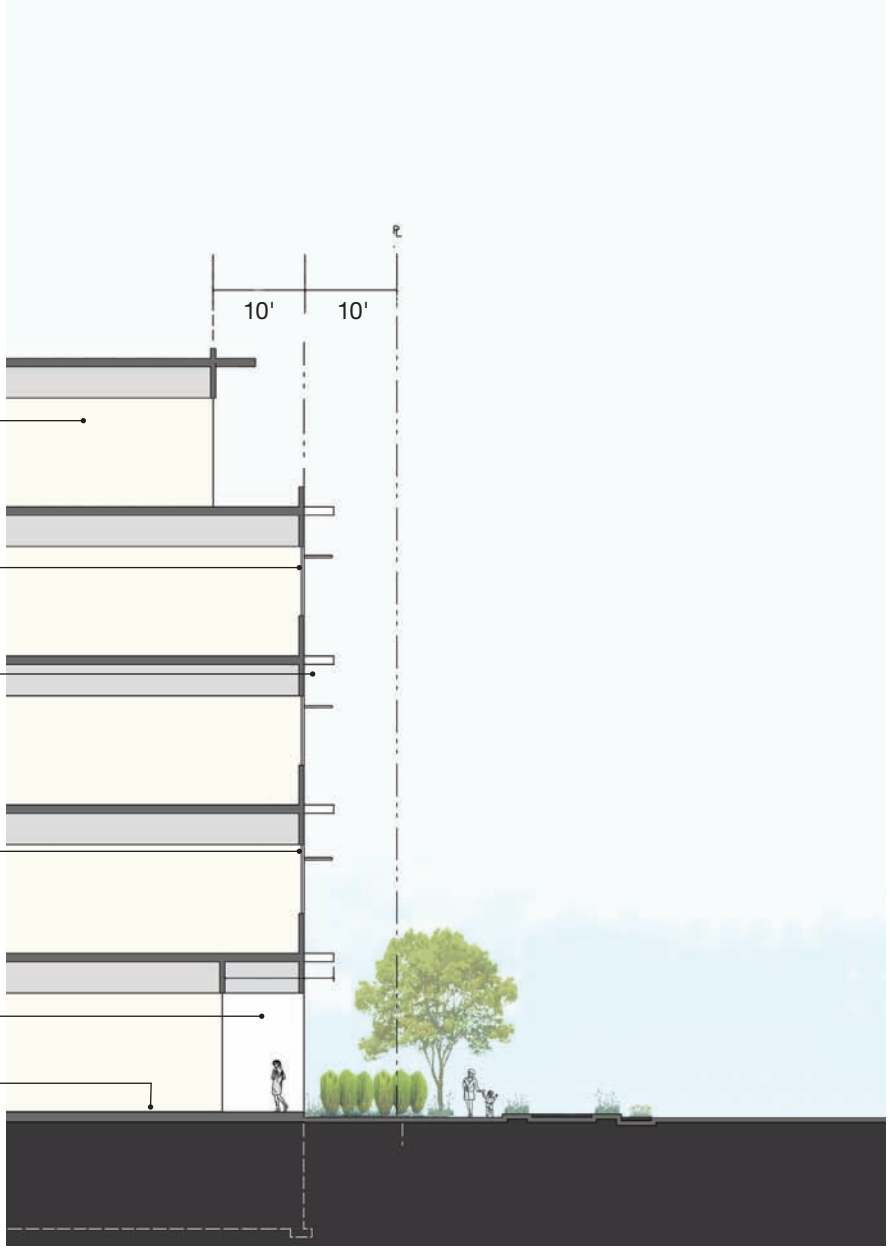
PROJECTION – Maximum 3 ft into public right-of-way for up to 30% of building face; must be minimum 9 ft vertical clearance to sidewalk.

BUILD TO LINE – Minimum 70% of building face below stepback must be built to property line.

BUILDING ENTRANCE – Max. 8 ft recess.

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

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



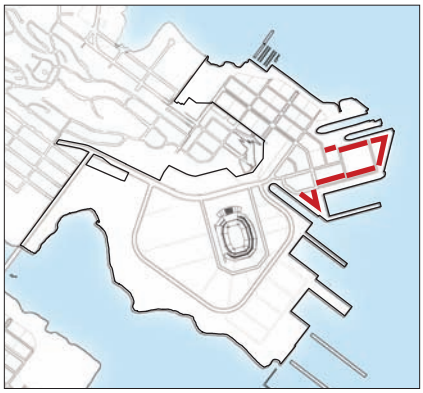


Figure 4.12 H – R&D Park Edge

SETBACK – Building face must be set back 10 ft from the property line. Underground parking may extend to the property line.

STEPBACK – Building shall stepback 10 ft: above 45 ft for buildings to 65 ft height; above 65 ft for buildings to 85 ft height; above 85 ft for buildings to 105 ft height.

PROJECTION – Maximum 4 ft into setback for up to 30% of building face; must be minimum 9 ft vertical separation to sidewalk.

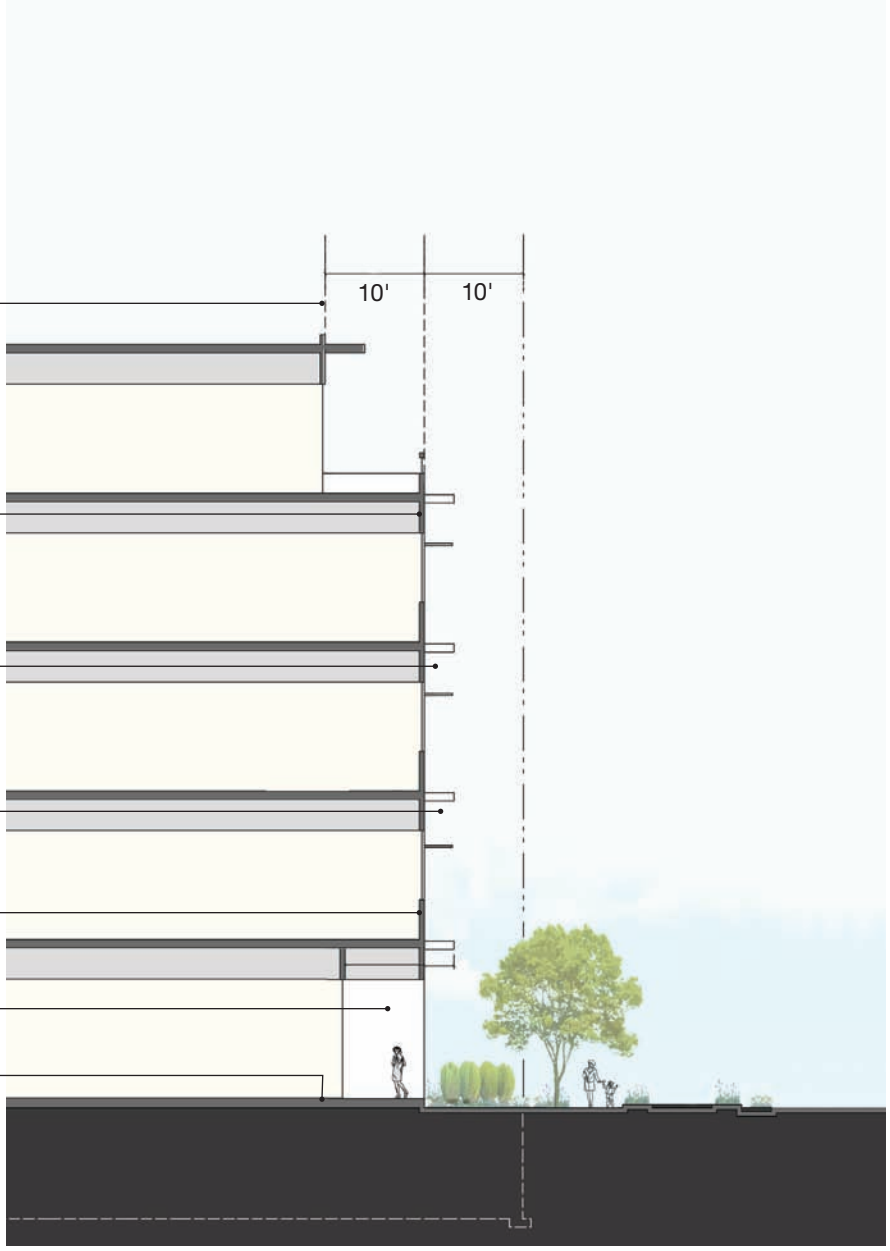
BALCONY/SOLAR SHADING – Maximum 6 ft into setback.

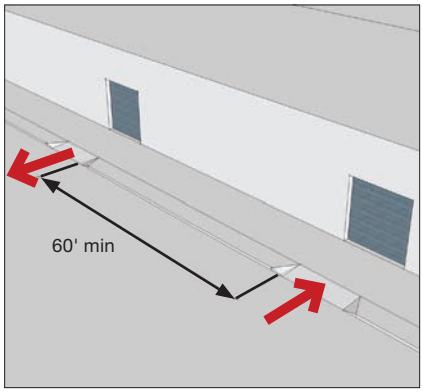
BUILD TO LINE – Minimum 50% of building face must be built to property line.

BUILDING ENTRANCE – max. 8 ft recess.

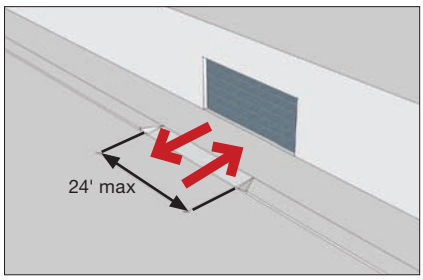
SEPARATION – Ground floor office or retail must meet the grade of the adjacent sidewalk.

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



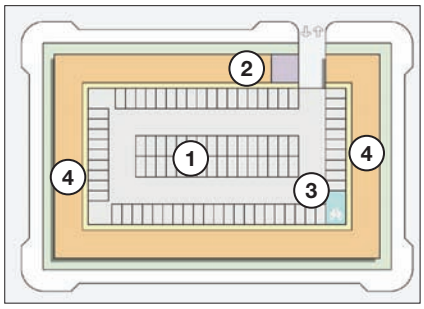


Garage ingress/egress separation.



Combined ingress/egress maximum width.

Precedent – Parking Structure screening.



Screened parking garage showing active use area.

1. Parking Garage
2. Loading
3. Bicycle Storage
4. Activated Uses with Access Corridor

4.4 Parking and Loading

4.4.1 Off-street Parking

Intent

Off-street parking in shared structures should be provided for all land uses in convenient locations that are visually concealed from view of the street by active users.

Standards

Numbers/Ratio – The maximum amount of off-street parking by use is described below. For additional detail, refer to the companion 'Transportation Plan'.

Table 4.5 Maximum Off-street Parking

USE	MAXIMUM
Residential *	1 space/unit
R&D	1.3 spaces/1000 sq ft
Office	1 space/1000 sq ft
Neighborhood Retail	3 spaces/1000 sq ft
Artists Space	1 space/2000 sq ft
Community Uses	1 space/2000 sq ft
Marina	0.6 space/slip
Stadium	Total 16,415 spaces

* Residential parking maximum represents a cumulative total number of spaces equal to one space per unit. In the event some residential buildings provide for less than one space per unit, these unallocated spaces may be re-allocated to other residential buildings.

Entrance – Combined parking ingress/egress shall be a maximum 24 ft in width. Separate parking ingress/egress shall be a maximum of 11 ft in width (12 ft if combined with loading) and be spaced a minimum of 60 ft apart to re-establish the building façade. The sharing of parking entrances and loading is encouraged. The number of entrances is limited to a single ingress and egress unless a traffic impact analysis (TIA) substantiates the need for a second based on either volume or travel distance requirements.

Exposure – Parking structures shall be concealed from view of public streets and open spaces by means of wrapping their exteriors with active uses, such as residential units or retail. The permissible amount of exposed parking structure, including entrances is 40 ft.

Screening – Parking located on floors above the at-grade floor that extend to the face of the building shall be screened by way of material screens or baffles that integrate with the building architecture, and/or by 'living' (landscaped) walls.

Bicycles – Shall be located in a secured and convenient location that is near the garage entrance and does not conflict with autos. For residential uses, one class one bicycle space shall be supplied per 2 units for project/building under 50 units; one bicycle parking space shall be supplied per 4 units for project/building over 50 units. For commercial uses, one class 1 or 2 space is required per 5000 sq ft.

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

Precedent – Commercial parking wrapped by fronting retail and clearly signed.

Precedent – Residential parking entrance concealed by canopy and landscape.

Precedent – Carshare parking spaces.

Precedent – Carshare vehicle.

Carsharing – Local carshare organizations will have access to both on-street and off-street parking in order to provide carshare vehicles throughout the Project site. Carshare services are intended to reduce the overall parking demand by reducing the need for private vehicle ownership. Carshare vehicles are owned and maintained by the carshare service; members access vehicles when needed, paying based on how much they drive.

- Required Carshare Spaces – For new buildings, carshare spaces shall be provided as follows:

Table 4.6 Required Car-share / Residential

RESIDENTIAL UNITS	REQUIRED CAR-SHARE PARKING SPACES
0 - 49	0
50 - 200	1
201 or more	2, plus 1 for every 200 additional dwelling units over 200

Table 4.7 Required Car-share / Non-residential

PROVIDED NON-RESIDENTIAL PARKING SPACES	REQUIRED CAR-SHARE PARKING SPACES
0 - 24	0
25 - 49	1
50 or more	1, plus 1 for every 50 additional parking spaces over 50

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

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

Guidelines

Entrance Concealment – Parking entrances should be concealed by situating them away from direct sightlines, and by the use of canopies, landscaping and setbacks.

Location – Parking may extend below grade to the property line but must not hinder landscaping located in setback zones above by providing adequate clearance for provision of soil.

Precedent – Parallel parking.

4.4.2 On-street Parking

Intent

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

Standards

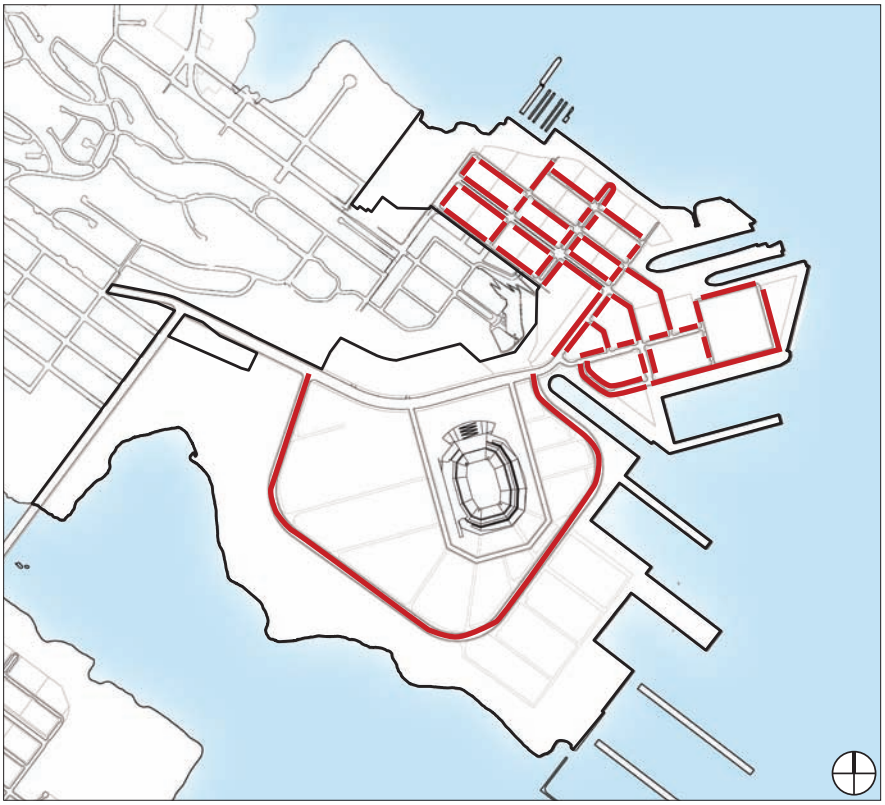
Location – Parking for the use of the general public shall be provided on the streets shown in Figure 4.13.

Dimension – Parallel parking spaces shall be a minimum of 7 ft by 22 ft; angled parking spaces shall be a minimum of 9 ft by 18 ft.

Guidelines

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

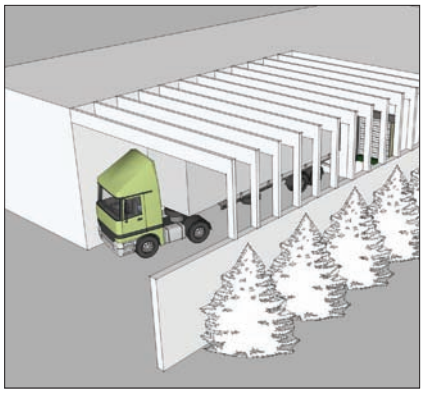
Figure 4.13 On-street Parking Locations.



Legend

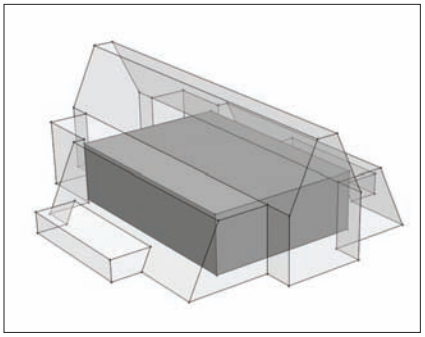
Parallel Parking

Note: Refer to the companion 'Transportation Plan' for final locations.



Screen loading areas.

Precedent – Loading located on short side of block.



Enclosed mechanical equipment.

4.4.3 Loading, Mechanical Equipment and Meters

Intent

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

Standards

Off-street Loading Areas – Off-street loading spaces are not required except for R&D commercial buildings. If off-street loading spaces are supplied, they shall be a minimum length of 35 ft, minimum width of 12 ft, and minimum height of 14 ft and they shall not exceed 42 spaces for the entire Shipyard project. Where off-street loading spaces are not supplied on-street curb management practices must be utilized, meaning there shall be no disruption to transit operations or auto traffic.

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

Table 4.8 Required Off-street / R&D Loading

USES	SPACES
R&D	0 / 0 – 10,000 sq ft 1 / 10,001 – 60,000 sq ft 2 / 60,001 – 100,000 sq ft 3 > 100,001 sq ft plus 1 / each additional 80,000 sq ft

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

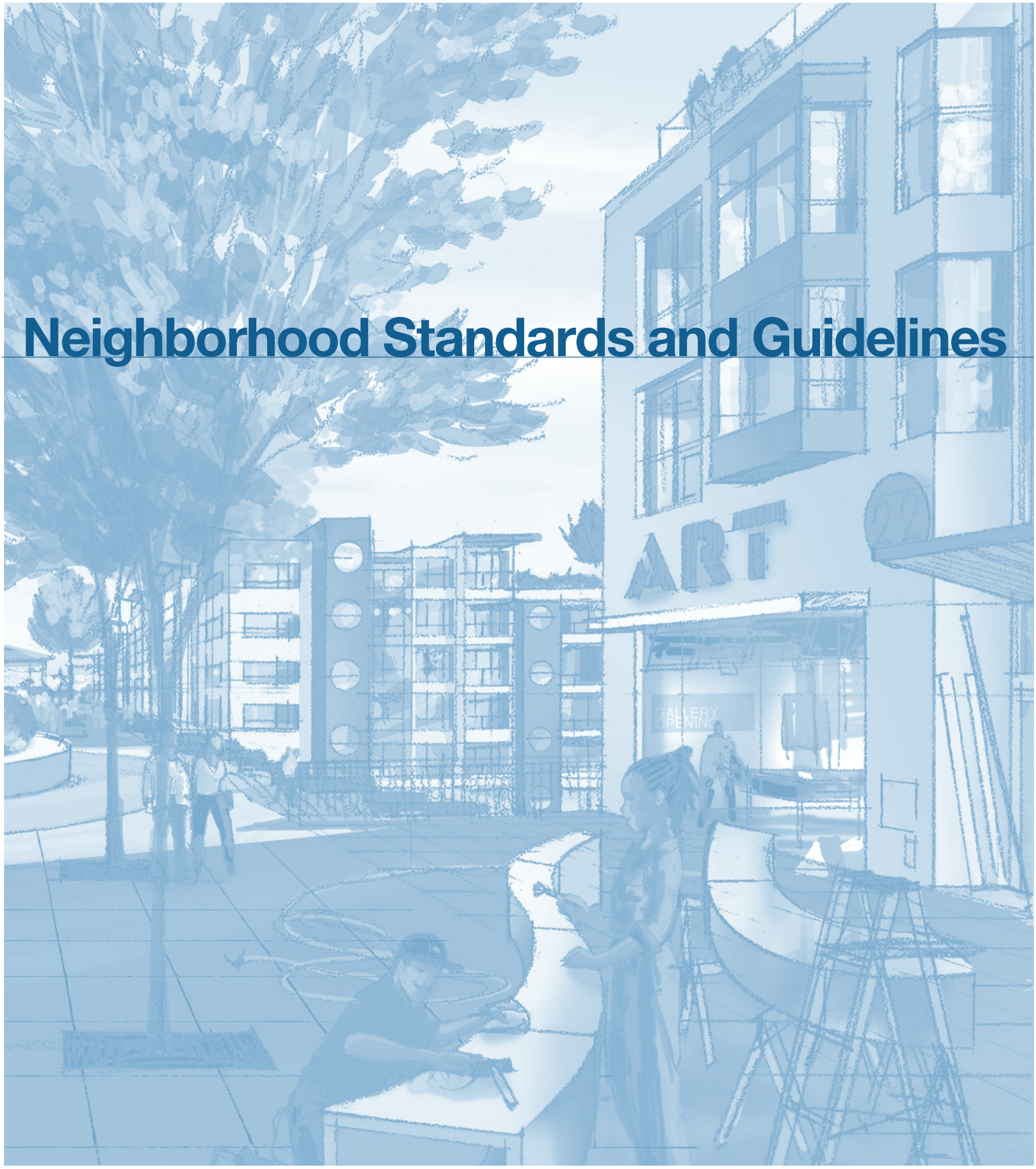
Screening – Loading areas, trash storage and mechanical equipment and meters shall be enclosed within structures and hidden from view of the public realm.

Guidelines

Shared Entrances – Shared loading and parking entrances are encouraged.

5

Neighborhood Standards and Guidelines



5 Neighborhood Standards and Guidelines

5.0 General

Chapter Summary

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

Neighborhoods Summary

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

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

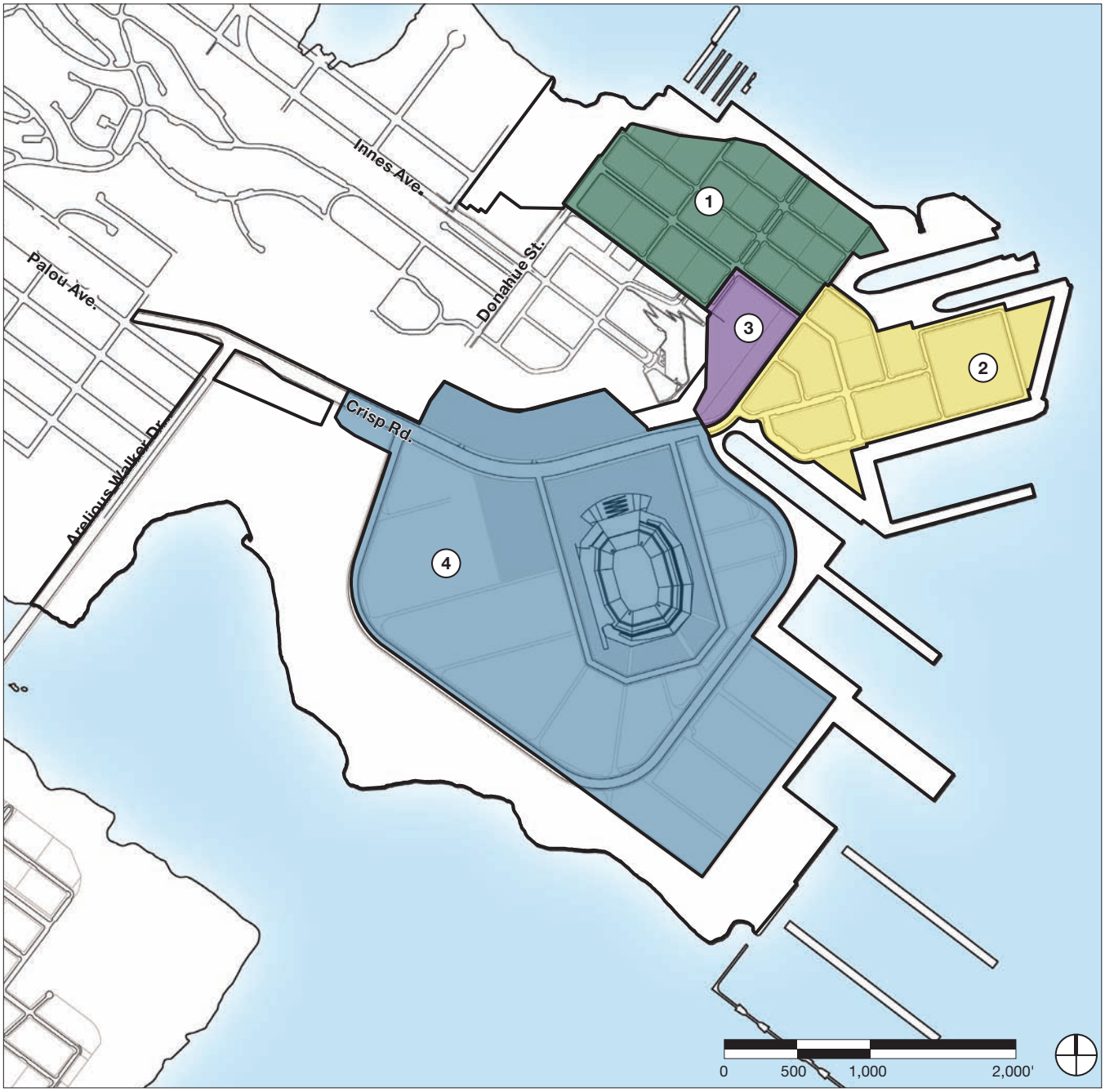
Shipyard Village Center – the creative backbone of the development, the Village Center is a mixed–use neighborhood that includes the largest artists community in North America in the existing building 101 and additional replacement space. The retail main street (Fisher Avenue) is lined with residential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

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

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

Shipyard South, Non-Stadium Housing Option – In the event the 49ers elect not to relocate to the Shipyard, the Shipyard South Neighborhood will be developed as a mixed-use neighborhood comprised of a blend of residential housing, research and development buildings, neighborhood retail, community uses, and an extensive parks and open space program that includes a regional sports field complex and waterfront parks and trails.

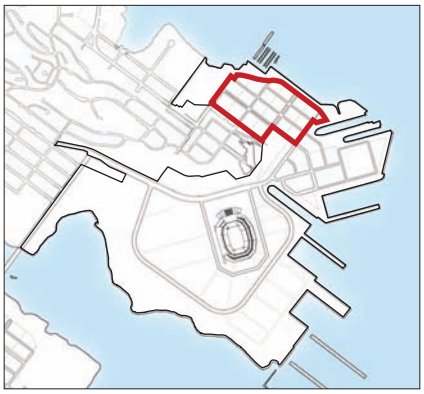
Figure 5.1 Character Neighborhoods



Legend

1. Shipyard North
2. Shipyard R&D
3. Shipyard Village Center
4. Shipyard South (Stadium Option)

5.1 Shipyard North



Precedent – Low-rise residential street.

Precedent – Townhomes lining a mid-block break.

Precedent – Edge condition at Waterfront Promenade.

Precedent – Park Street.

5.1.1 Shipyard North – General Description

Intent

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

Land Use / Built Form – The Shipyard North is primarily a residential community. The predominant building typology is a combination of low-rise stacked flats and townhomes, with the lowest buildings fronting the shoreline and mid-block breaks. A taller street wall of up to 85 ft is envisioned along Horn Avenue, a boulevard park street. One high-rise tower is located on a mixed use block fronting Fisher Avenue.

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

Streets – Streets follow the rectangular pattern typical of the Bayview area. Donahue Street is the gateway into the site from the north with four lanes serving automobile and public transit, bicycle lanes, and one side parallel parking. Robinson Street is a wide two-lane boulevard, linking from Donahue into the heart of the development. It has shared transit / auto lanes, dedicated bike lanes and parallel parking on both sides, as well as wide sidewalks for pedestrian mobility. Robinson has been sized to accommodate extra lanes of traffic on football game-days, where the bike lanes and parallel parking are converted to auto lanes. Fisher Avenue is the primary access from the south: it is a retail main street with two lanes of auto traffic, parallel parking both sides, bike lanes, and wide sidewalks. Horn Avenue is configured as a two lane broad boulevard park street that connects the foot of the Hilltop Hill to the waterfront promenade. Other streets are local serving, comprised of two travel lanes and intermittent parallel parking. Local streets have bulb-outs and other traffic calming measures to enhance the public realm and increase pedestrian and bicycle safety. Each block has a publicly accessible mid-block break that reduces the scale and massing of buildings and creates additional corridors throughout the neighborhood.

Figure 5.2 Shipyard North Illustrative Site Plan

Legend

- Low-Rise Residential
- Mid-Rise Residential
- High-Rise Residential
- Artists Use and Commercial

1. Northside Park
2. Waterfront Promenade
3. Cultural Heritage Park
4. Artists District
5. R&D Neighborhood

Waterfront Promenade Park at the foot of Horn Avenue.

Precedent – Mid-rise building on Park Street.

Precedent – Low-rise townhomes on Waterfront Promenade.

Shipyard North looking southeast down Robinson Street.

5.1.2 Shipyard North – Block Plan

Standards

Block dimensions are shown in Figure 5.3 for all development blocks within the Shipyard North Neighborhood. Certain corners are rounded to accommodate bus and fire truck turning radii.

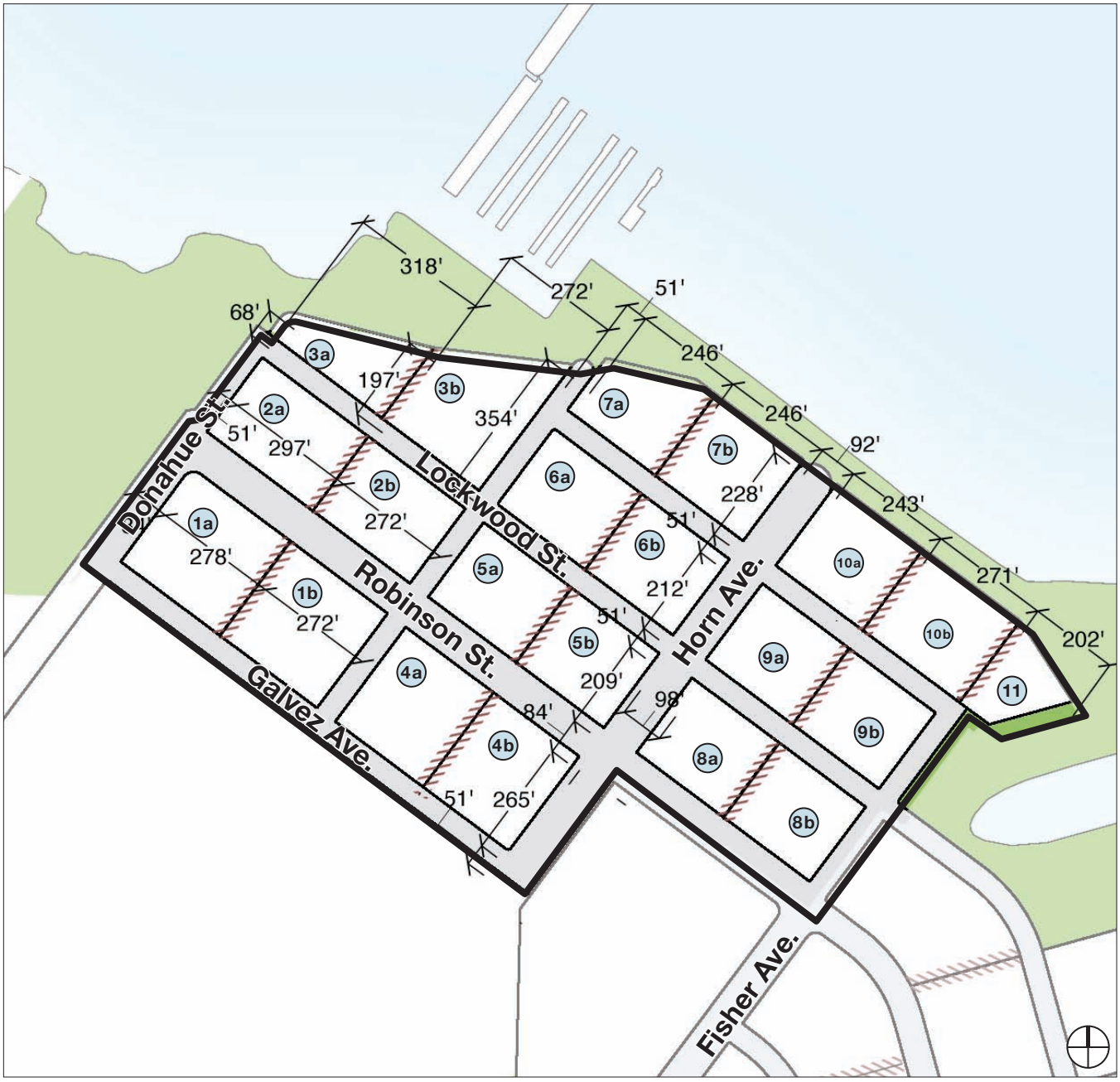
The chart below indicates the area of each development block in the neighborhood. Final dimension and areas will be defined by the Subdivision Map.

Table 5.1 Shipyard North Block Areas

SHIPYARD NORTH BLOCK AREAS	
BLOCK NUMBER	AREA (ACRES)
1a	1.68
1b	1.65
2a	1.42
2b	1.30
3a	0.95
3b	1.72
4a	1.49
4b	1.46
5a	1.18
5b	1.18
6a	1.20
6b	1.20
7a	1.11
7b	1.29
8a	1.16
8b	1.16
9a	1.19
9b	1.18
10a	1.27
10b	1.42
11	0.68
Total	**26.89**

* Total does not include open spaces and streets.

Figure 5.3 Block Plan



Legend

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

5.0 General

Chapter Summary

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

Neighborhoods Summary

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

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

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

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

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

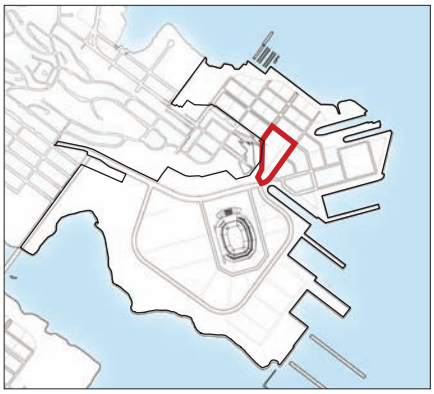
Shipyard South, Non-Stadium Options – In the event the 49ers elect not to relocate to the Shipyard, the Shipyard South Neighborhood will be developed as either 3M sq ft of additional R&D, or 500K sq ft of R&D and an additional 1,625 housing units. In both options there will be an extensive parks and open space program that includes a regional sports field complex and waterfront parks and trails.

Figure 5.4 Shipyard North Urban Design

Legend

- S1 – Required Ground Floor Commercial
- S2 – Minimum Street Wall Height 35 ft
- S2– Minimum Street Wall Height 40 ft
- S2 – Minimum Street Wall Height 60 ft
- S3 – Architectural Reinforcement
- G1 – Encouraged Ground Floor Commercial
- S3/G2 – Mid-block Break
- Parks
- # Block Number

5.2 Shipyard Village Center



ORGANIC ABSTRACT

Precedent – Fisher Ave. mixed-use buildings.

Precedent – Local retailers.

Precedent – Artist studios.

Precedent – Arts plaza.

5.2.1 Shipyard Village Center – General Description

Intent

The Shipyard Village Center is the nexus of activity at the Shipyard. It is a mixed-use neighborhood with housing, artists' studios, and neighborhood retail.

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

Open Space – The primary open spaces for this district are the plazas to the north and south of Building 101, and a smaller plaza at the toe of the Hillside Park along Fisher. The steeply sloping hill of the Hillside Community is an additional open space that forms a natural edge on the district's northwestern boundary.

Streets – Fisher Avenue serves as the 'main street' of the district, with bicycle lanes, retail uses and on-street parking. The neighborhood is also bound by Robinson Street, which is the primary bus and auto route from the north. The section of Horn Avenue to the north is local serving, with parallel parking on one side.

Figure 5.5 Shipyard Village Center Illustrative Site Plan

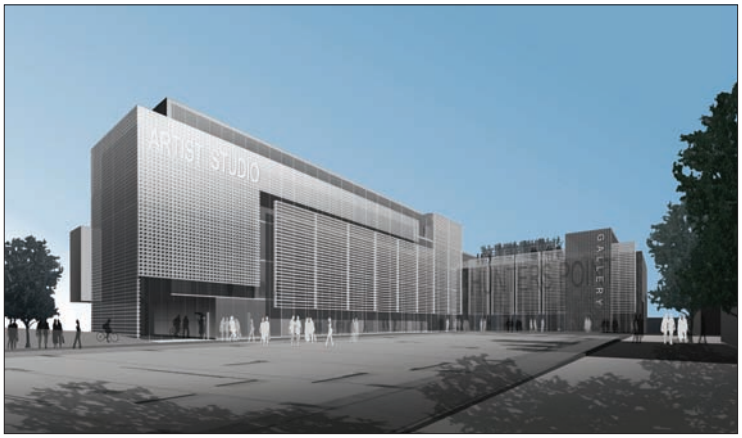
Legend

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

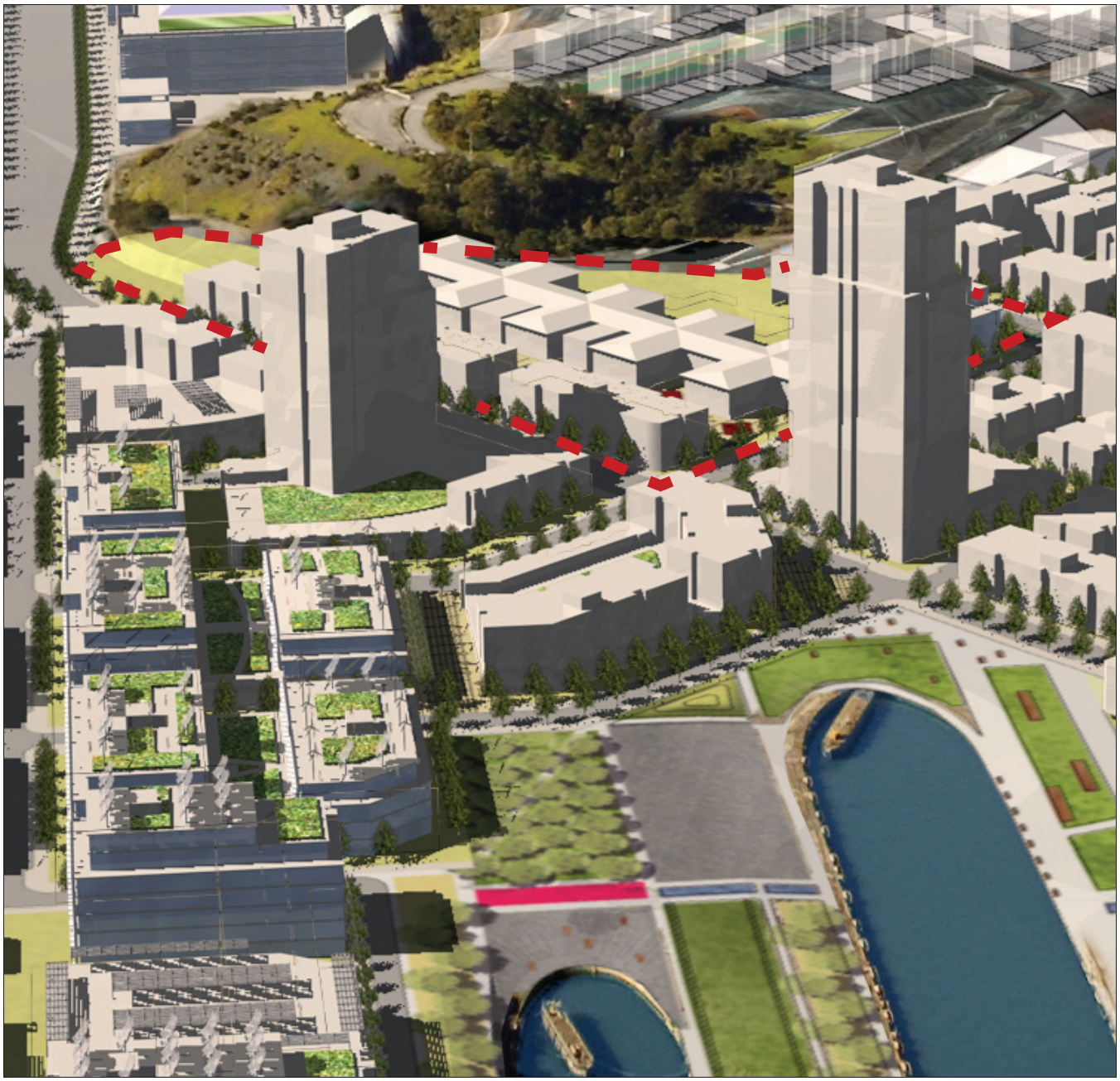
1. Building 101
2. Artists Replacement Space
3. Arts Plazas
4. Cultural Heritage Park
5. Drydock 3
6. Drydock 4
7. R&D District
8. Shipyard North District
9. Shipyard South District

Precedent – Art exhibition in plaza.

Precedent – Retail street with residential above.



Option for artists replacement space.



Shipyard Village Center with Drydocks 2 and 3 and Cultural Heritage Park in foreground, Fisher Avenue mixed-use, two high-rise towers and Building 101 in background.

5.2.2 Shipyard Village Center – Block Plan

Standards

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

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

Table 5.2 Shipyard Village Center Block Areas

SHIPYARD VILLAGE CENTER BLOCK AREAS	
BLOCK NUMBER	AREA (ACRES)
1	7.34
Total	**7.34**

* Total does not include open spaces and streets.

Figure 5.6 Block Plan

Legend

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

5.2.3 Shipyard Village Center – Urban Design

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

Standards

S1. Required Ground Floor Commercial / Minimum Height

- Commercial ground floor use shall front the entirety of Fisher Avenue, with the exception of pedestrian access to the arts plaza (see S3): retail is preferred, live / work is allowed.
- A continuous street wall shall be built to a minimum height of 35 ft along Fisher Avenue.
- If developed, a minimum of 30% of Live / Work units along Fisher Avenue shall have publicly accessible uses, such as studio space.

S2. Artist Use – Building 101, the area to the north of Building 101, and the area at the southern corner of the block shall be reserved for arts uses. Possible uses on the site north of Building 101 include artists' replacement studios or an arts center. The location at the southern corner of block 1 is a possible location for the Arts Center; if not developed as such, it shall be a large pedestrian plaza and may incorporate commercial buildings a maximum of 20 ft in height in order to preserve the view from the Hilltop park.

S3. Arts Plaza – two arts plazas are included in the neighborhood:

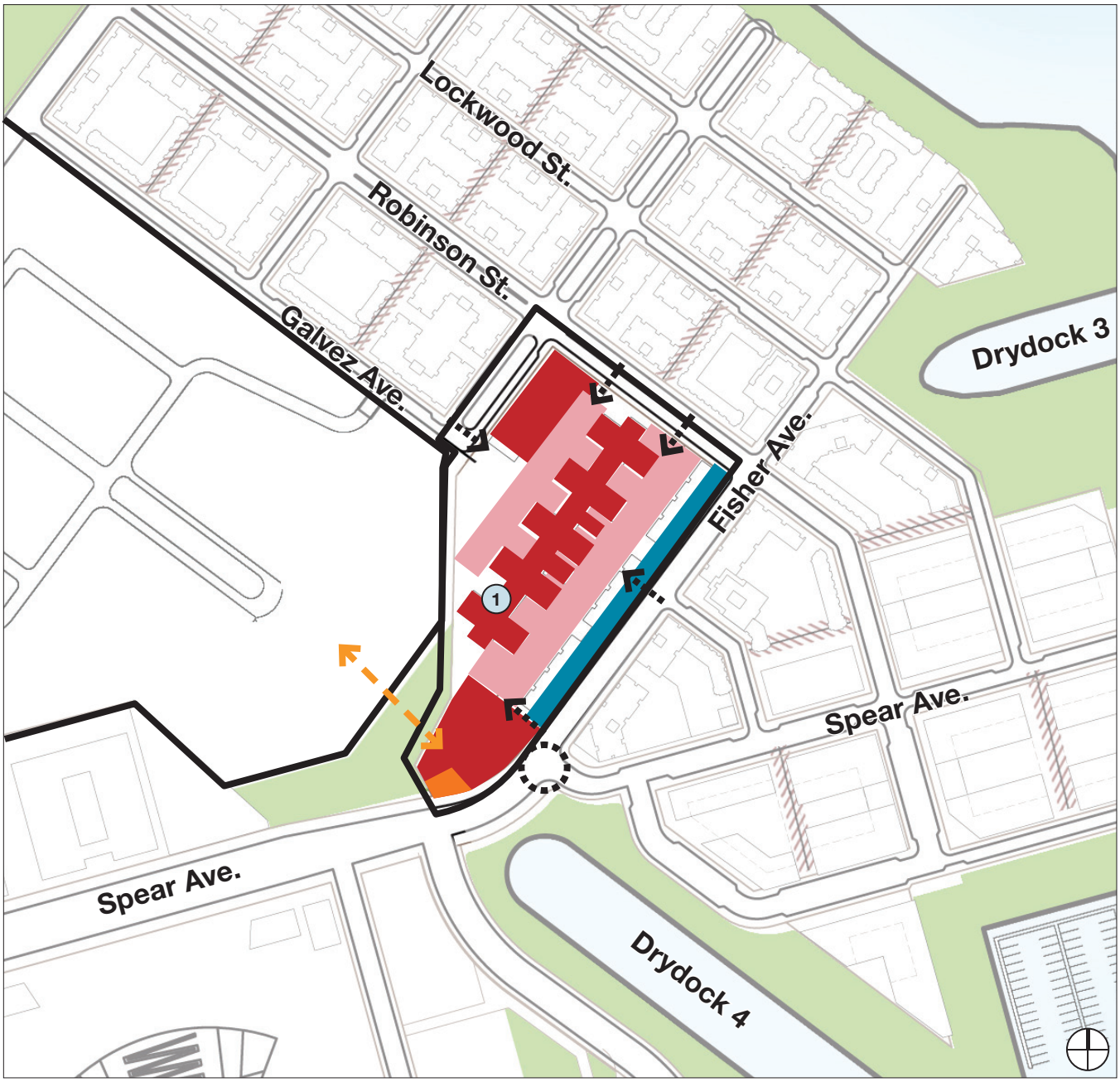
- **South of Building 101** – A pedestrian oriented plaza shall be created between Building 101 and those buildings fronting Fisher Avenue. The minimum building face-to-face distance between Building 101 and those fronting Fisher shall be 60 ft. There shall be a minimum of three pedestrian access points to the plaza, one along Robinson Street, one roughly midway along the Fisher Avenue frontage in line with Galvez Avenue, and one at the southern edge of block 1.
- **North of Building 101** – A second arts plaza shall be created between Building 101 and the artists' building at the northern end of block 1. It shall have public access points from Galvez and Robinson.

S4. **Architectural Reinforcement** – The corner of Fisher Avenue/ Spear Avenue is a gateway into the district that shall be reinforced with distinguishing architectural elements.

S5. **Hilltop Connection** – A pedestrian access path shall be located at the southern portion of the block, linking the Shoreline Park and Bay Trail to the Phase I Hilltop Park.

S6. **Pedestrian Plaza** – One small pedestrian plazas shall be included within the neighborhood at the southern end of Fisher Avenue. The plaza serves as a pedestrian node, linking the Hilltop Park and surrounding parks and retail high street. The plazas shall be a minimum of 3,000 sq ft.

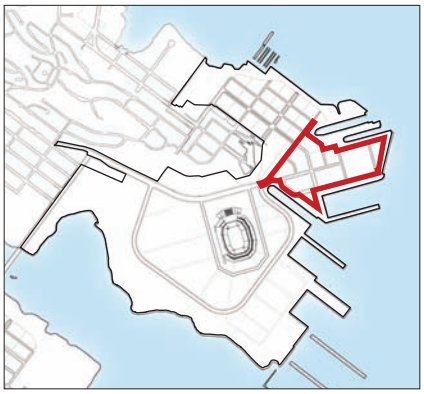
Figure 5.7 Shipyard Village Center Urban Design

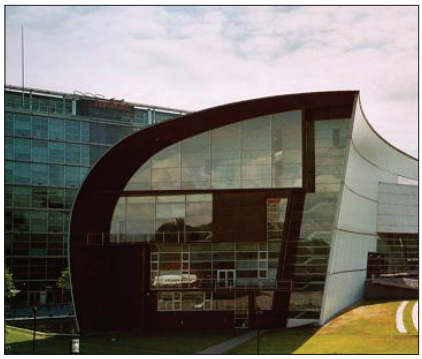


Legend

- S1 – Required Ground Floor Commercial/Minimum Height
- S2 – Artist Use
- S3 – Arts Plaza
- S4 – Architectural Reinforcement
- S5 – Hilltop Connection
- S6 – Pedestrian Plaza
- Connection to Arts Plaza
- Parks
- # Block Number

5.3 Shipyard R&D





Precedent – Iconic buildings at important locations.

Precedent – R&D buildings.

Precedent –Building engaging street.

Precedent – Sustainable architecture.

5.3.1 Shipyard R&D – General Description

Intent

The Shipyard R&D, lying east of Fisher Avenue along the shoreline, is a neighborhood with a primary focus on research and development related office buildings. It has approximately 2 million sq ft of space for companies focused on emerging technologies, and a mix of residential uses and retail.

Land Use / Built Form – The primary use in this precinct will be R&D office space, contained in buildings ranging from three to eight floors. Mixed-use blocks containing at-grade commercial and residential low-rise and one high-rise tower line Fisher Avenue and Dry Dock 4. Parking structures will be embedded in several of the buildings, and additional parking will be available in free standing structures and on most local streets. Spear Avenue will be framed with taller buildings, animated along the street with commercial uses, and have a visual connection through to the Bay. A historic building retention option may also be pursued for the Shipyard R&D Neighborhood. In that option Navy buildings 211, 224, 231 and 253 will be retained and used as commercial R&D and/or parking, resulting in a revised road layout and buildnig heights, see Section 4.3. A marina is proposed at the south of the district, as well as a possible ferry terminal location at the mouth of Dry Dock 4.

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

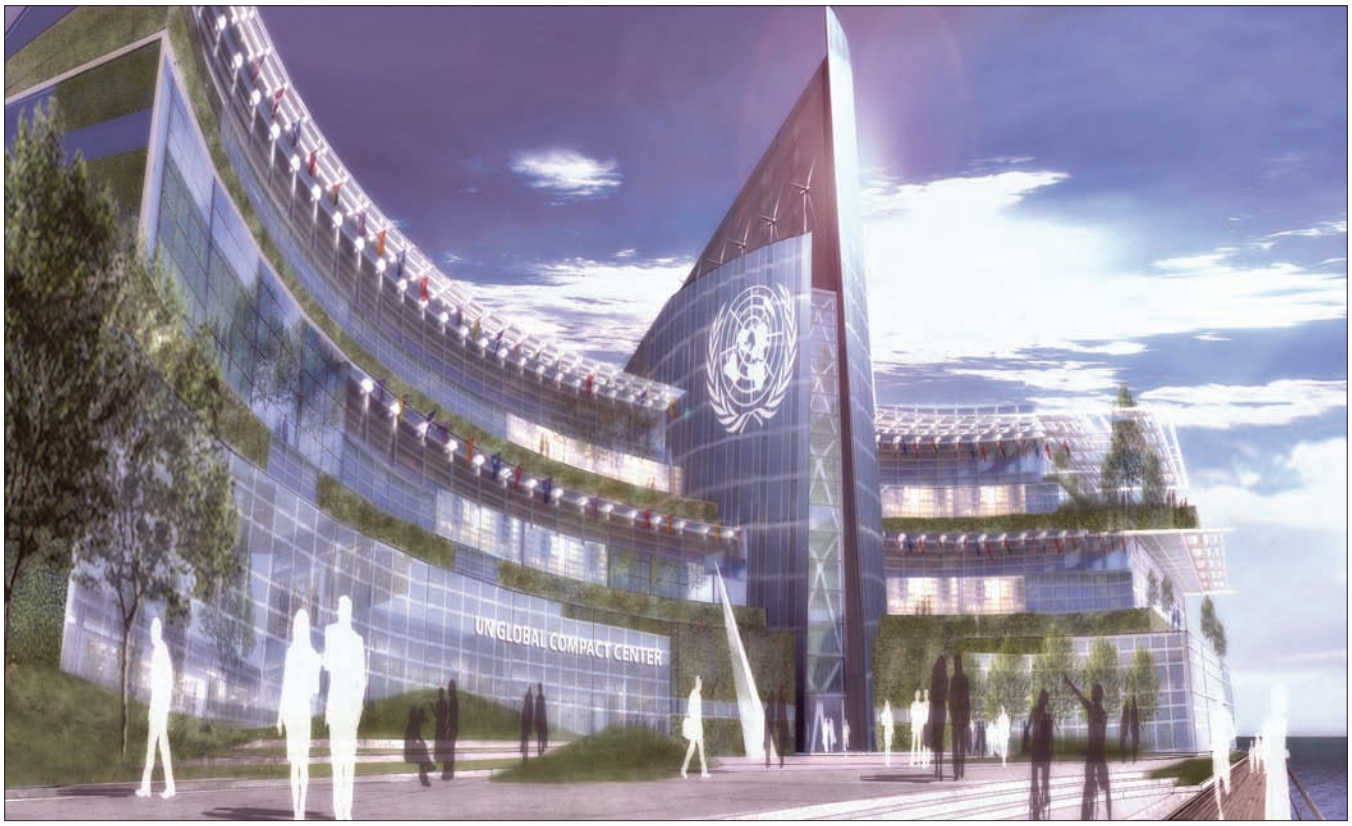
Streets – The south side of Spear Avenue at its western end will serve as a transit center for the Muni and BRT services. Fisher Avenue is the retail main street with travel lanes, bike lanes, and parallel parking. All other streets will be local serving with two travel lanes and parallel parking.

Figure 5.8 Shipyard R&D Illustrative Site Plan

Legend

- Research and Development
- Mixed-use High-rise
- Mixed-use Residential Over Retail
- Commercial
- Low-rise Residential

1. Cultural Heritage Park
2. Drydock 2
3. Drydock 3
4. Drydock 4
5. Transit Center
6. Shipyard North
7. Shipyard Village Center
8. Shipyard South
9. Marina
10. Possible Ferry Terminal Location



United Nations Center for Global Warming – a potential catalyst partner.

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

Precedent – Research building with pedestrian orientated ground floor uses.

Shipyard R&D looking northwest.

5.3.2 Shipyard R&D – Block Plan

Standards

Block dimensions are shown in Figure 5.8 for all development blocks within the Shipyard R&D Neighborhood. Certain corners are rounded to accommodate bus and fire truck turning radii.

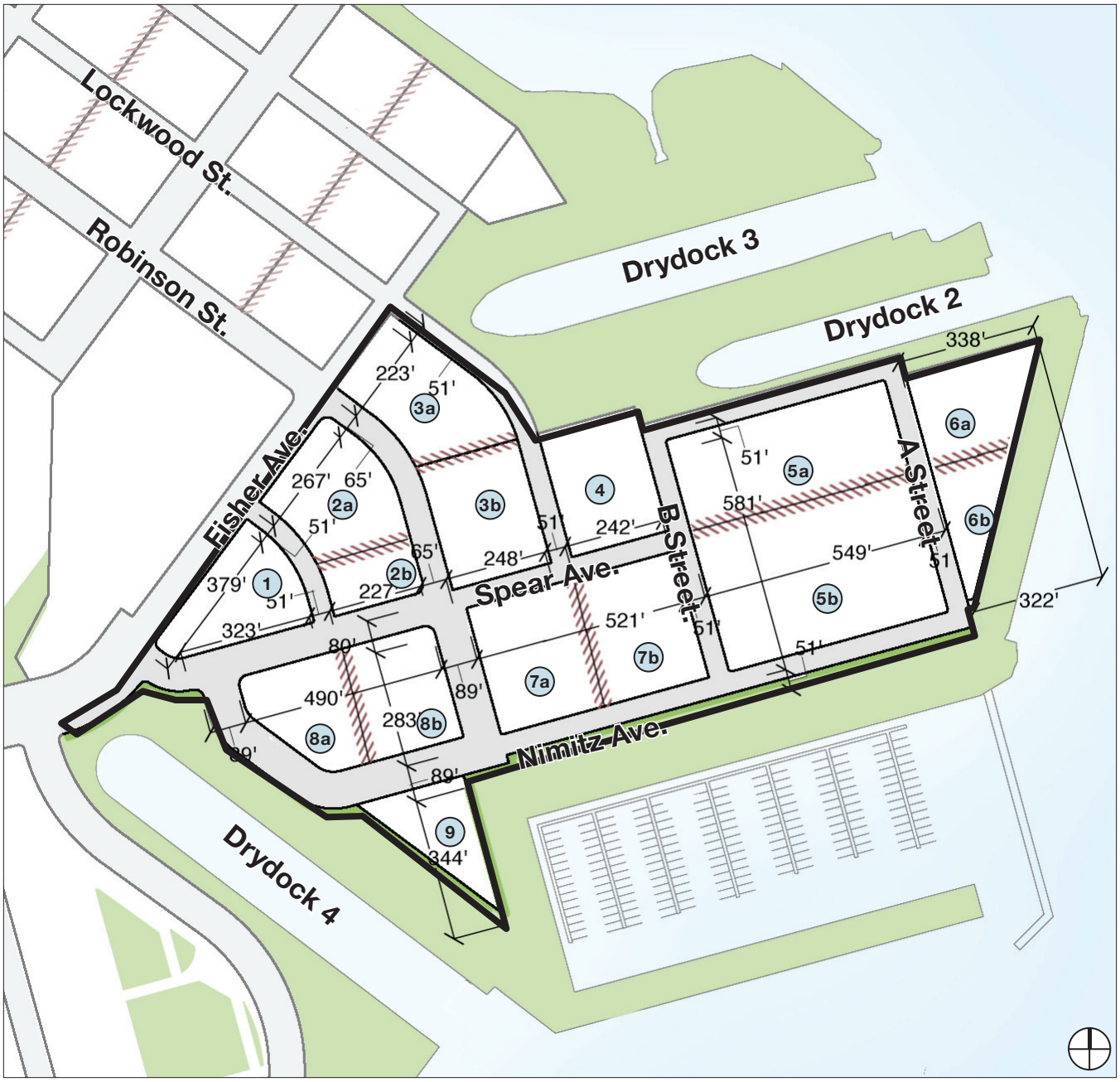
The chart below indicates the area of each development block in the neighborhood. Final dimension and areas will be defined by the Subdivision Map.

Table 5.3 Shipyard R&D Block Areas

R&D BLOCK AREAS	
BLOCK NUMBER	AREA (ACRES)
1	1.56
2a	1.76
2b	0.68
3a	1.93
3b	1.77
4	1.73
5a	3.01
5b	4.32
6a	1.48
6b	0.82
7a	1.84
7b	1.95
8a	1.21
8b	1.64
9	1.06
Total	26.75

* Total does not include open spaces and streets

Figure 5.9 Block Plan



Legend

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

5.3.3 Shipyard R&D – Urban Design

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

Standards

S1. Required Ground Floor Commercial

- Commercial ground floor use shall front the entirety of Fisher Avenue: retail is preferred, live / work is allowed.
- If developed, a minimum of 30% of Live/Work units along Fisher Avenue shall have publicly accessible uses, such as studio space.
- If a parking structure is developed on block 1, a minimum of 30 lineal feet of commercial shall be included along Spear Avenue, at the intersection with Galvez Avenue.

S2. Minimum Street Wall Height – A continuous street wall shall be built to a minimum height of 35 ft along Fisher Avenue.

S3. Activated Ground Plane

- The ground floor of Spear Avenue shall be animated with a minimum of 70% commercial uses in order to create an active pedestrian experience along the street. These uses can include: office, retail, lobbies, cafes, R&D-related commercial.
- If parking structures front Spear Avenue, their frontage shall be mitigated by screening or active uses (see Section 4.4.1).

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

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

S6. Architectural Reinforcement – The corner of Spear Avenue and Fisher Avenue is a gateway into the district; the corner of Spear Avenue and B Street is a focal point within the neighborhood. Buildings surrounding these intersection shall have distinguishing architectural elements; blocks shall have small pocket parks reinforcing the space with seating and encouraged retail.

S7. Mid-block Break – Mid-block breaks are required where shown.

S8. **Sustainable Design** – R&D office buildings shall be built to LEED Gold or equivalent standards. Building rooftops shall incorporate common open space, landscaping, and/or sustainable features such as solar panels.

S9. **Pedestrian Plazas** – Two small pedestrian plazas shall be included within the neighborhood at the southern and northern ends of Fisher Avenue. They serve as transitions between the City park system and the Fisher Avenue main street. The plazas shall be a minimum of 3,000 sq ft each.

S10. **Parking Structures** – A parking structure is anticipated within block 1 to serve commercial and residential requirements. If developed, the structure shall be screened with commercial uses along Fisher Avenue and Spear Avenue (see S3). Any portion of the parking structure along Galvez shall be screened with either commercial use, or with landscaping or other appropriate elements (see also Section 4.2.3 and Section 4.4.1). Blank walls to a maximum of 60 ft are permitted along Galvez.

Guidelines

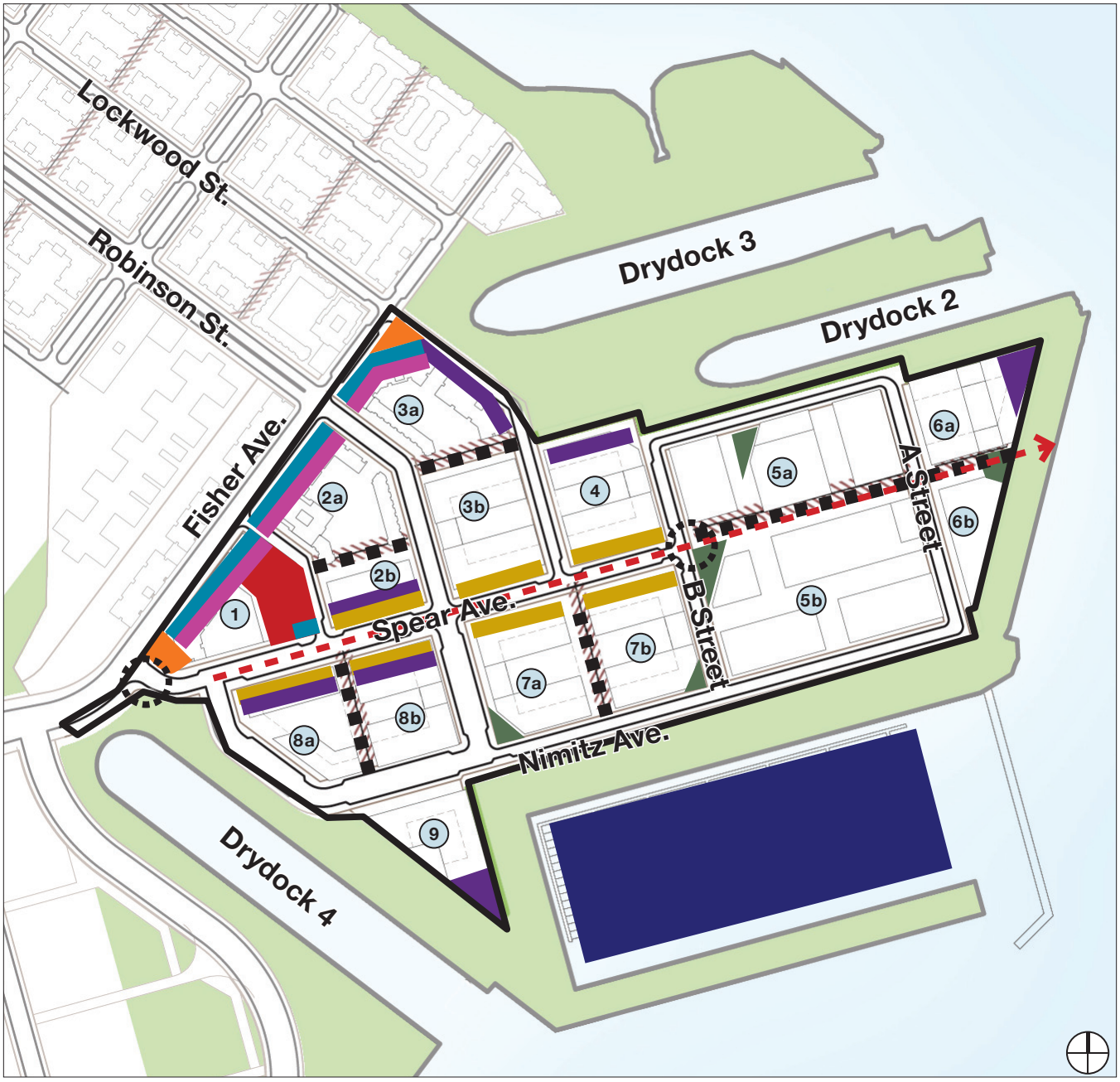
G1. **Encouraged Ground Floor Commercial** – Additional ground floor commercial is encouraged around the BRT transit center, on those blocks fronting the Maritime Heritage Park, and at the southern portion of block 9.

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

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

G4. **Encouraged Open Space** – Open spaces throughout the district are encouraged, particularly those that contribute to the waterfront open space system.

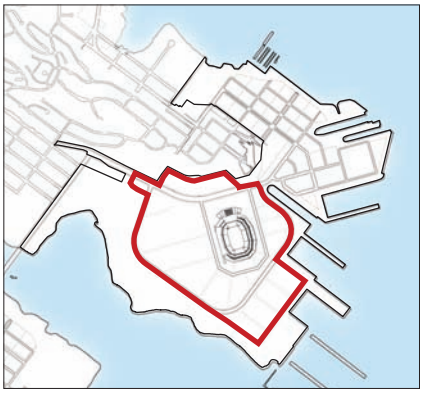
Figure 5.10 R&D Urban Design

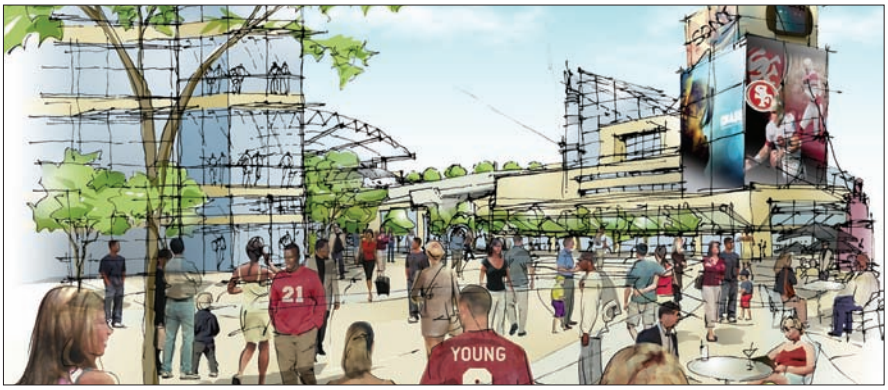


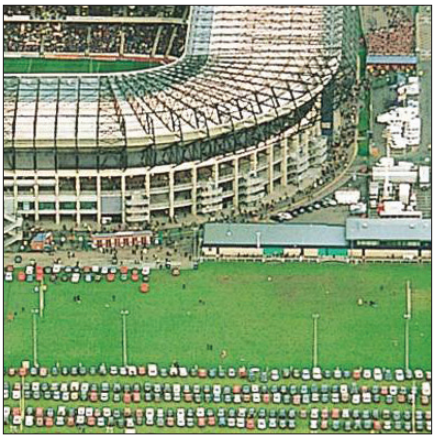
Legend

- S1 – Required Ground Floor Commercial
- S2 – Minimum Street Wall 35 ft.
- S3 – Activated Ground Plane
- S5 – View Corridor
- S6 – Architectural Reinforcement
- S7 – Mid-block Break
- S9 – Pedestrian Plazas
- S10 – Parking Structure
- G1 – Encouraged Ground Floor Commercial
- G3 – Marina
- G4 – Encouraged Open Space
- Parks
- # Block Number

5.4a Shipyard South – Stadium Option



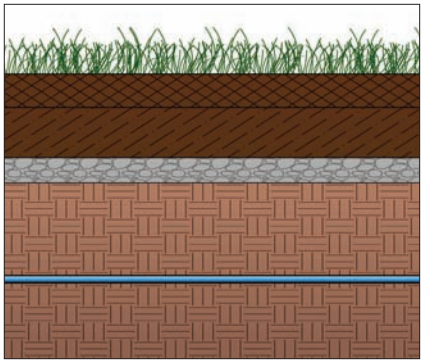




café
CAFE
49

Precedent – R&D atrium.

Precedent – R&D building.



Dual use sports fields can provide stadium parking.

Precedent – Community sports field complex.

5.4.1a Shipyard South – Stadium Option General Description

Intent

The Shipyard South is proposed to be the home of the new NFL football stadium, community uses and sports fields, and incubator research development space. With the re-gunning crane in the distance, the Shipyard South is proposed to become the home of two of the most iconic structures in all of San Francisco.

Land Use/Built Form – A new 69,000 seat stadium, home of the San Francisco 49ers, will be constructed south of Spear Avenue. The stadium is conceived of having a continuous faceted lower bowl; an origami-shaped upper bowl on the north, east and south sides; a glass one-sided building on the west containing executive boxes; and a large elevated concourse connected to street level by a cascading plaza that fronts Spear Avenue. A level parking structure is located to the west of the stadium.

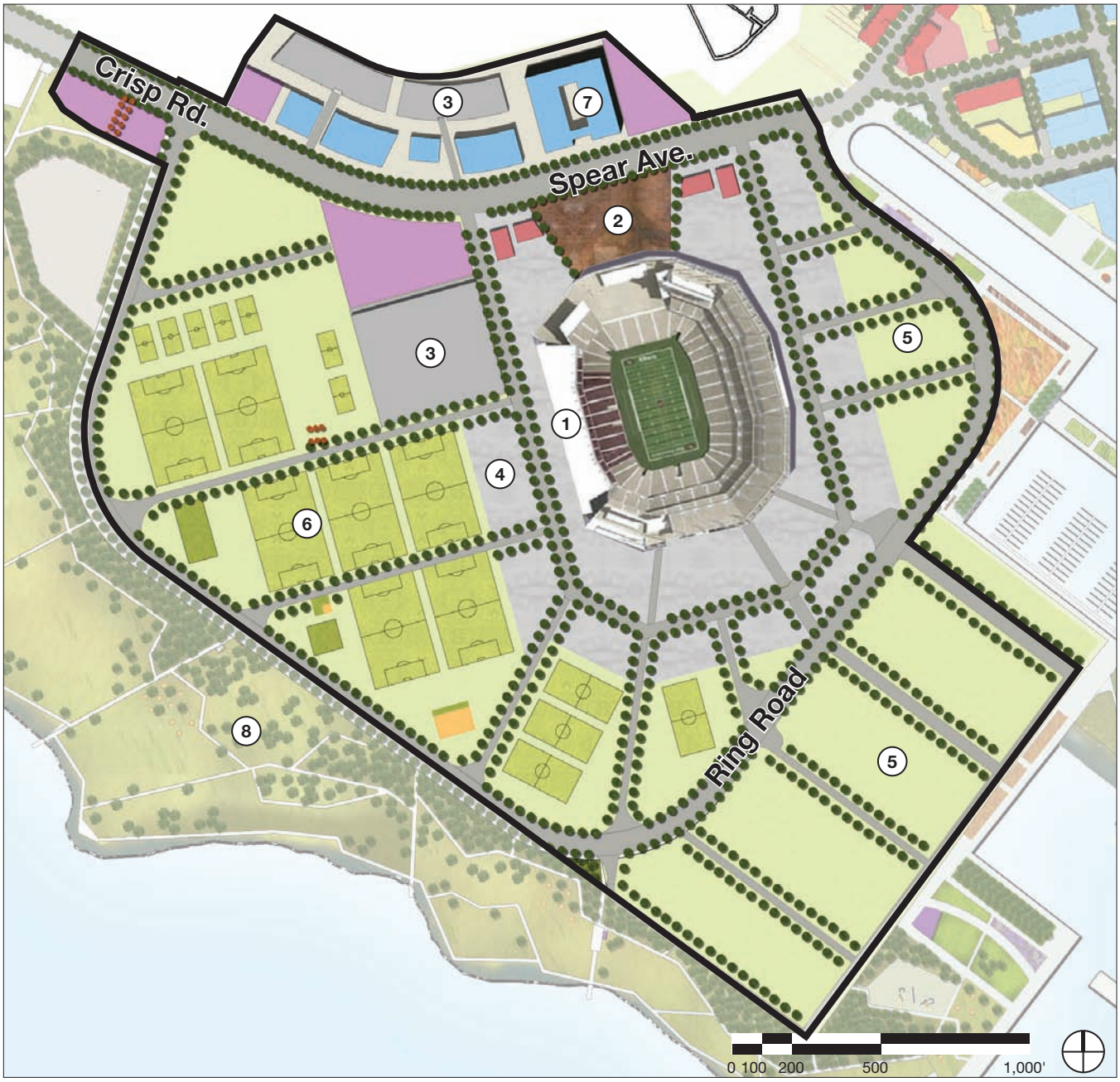
The land on the north of Crisp Road and Spear Avenue is available for construction almost immediately. As such, it offers an ideal opportunity for incubator research and development space, creating the beginnings of an R&D campus on the Shipyard.

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

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

Streets – Crisp Road and Spear Avenue are the primary streets connecting the Shipyard and Bayview Neighborhoods to the west and north, respectively. They are arterial roads designed to accommodate game day traffic that are reconfigured on non-game days as smaller, more local serving streets. The stadium ring roads and secondary roads wrap the stadium site in order to serve parking and recreation uses.

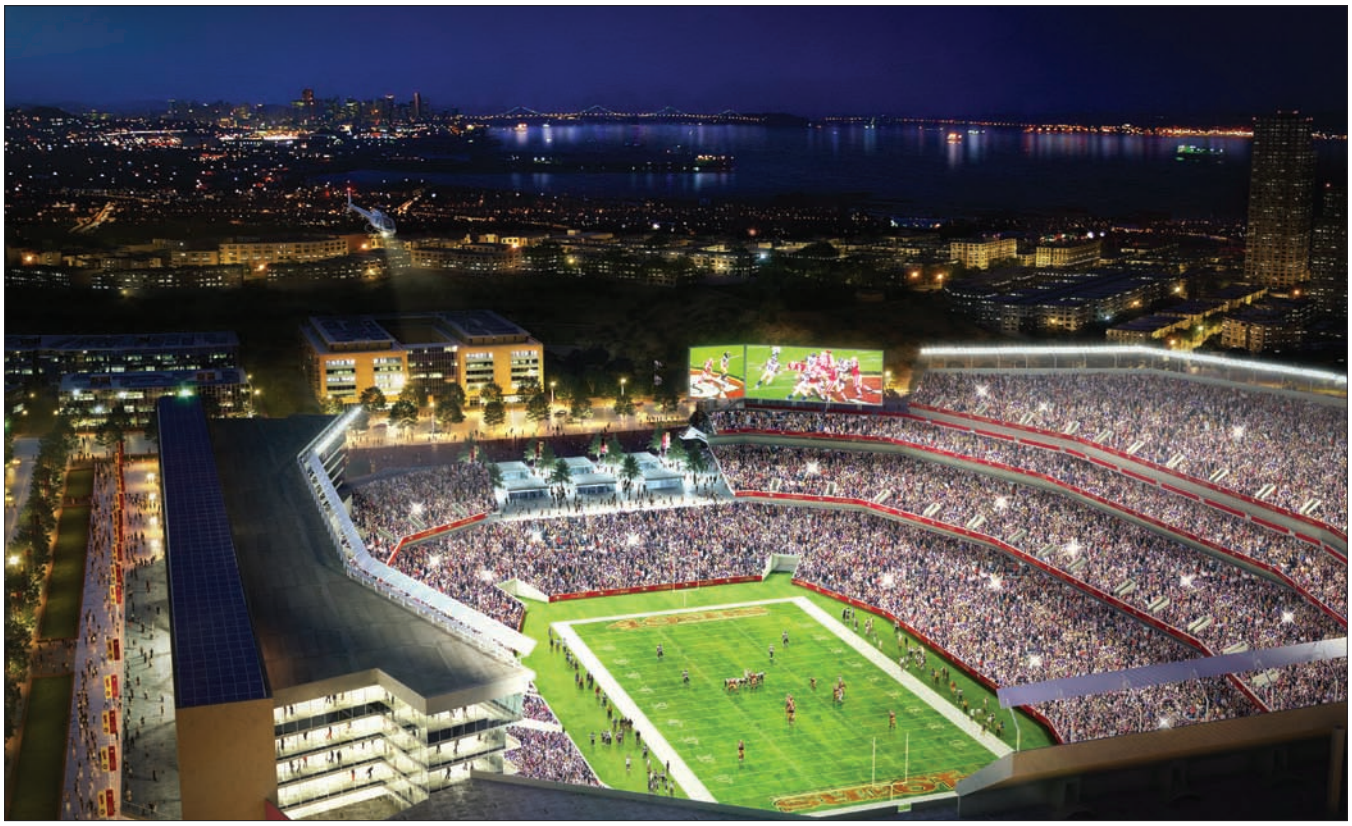
Figure 5.11 Shipyard South Illustrative Site Plan



Legend

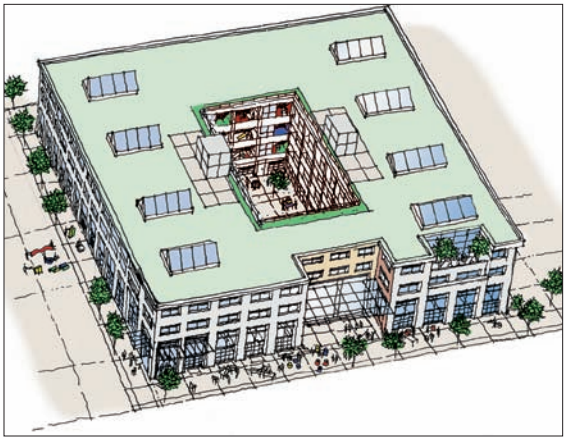
- Community Use
- Research and Development
- Commercial
- Parking

1. Stadium
2. Stadium Plaza
3. Structured Parking
4. Surface Parking
5. Turf Parking
6. Community Sports Fields / Dual Use Parking
7. Building 813 (existing)
8. Grasslands Ecology Park



Conceptual drawing – Game day stadium view.

Conceptual drawing – Stadium plaza.



Building 813 conceptual restoration.

Conceptual Drawing – Stadium and dual-use parking/playfields, Shipyard Phase I (Hillside) and R&D buildings in foreground.

5.4.2a Shipyard South – Block Plan

Standards

Block dimensions are shown in Figure 5.12 for all development blocks within the Shipyard South Neighborhood.

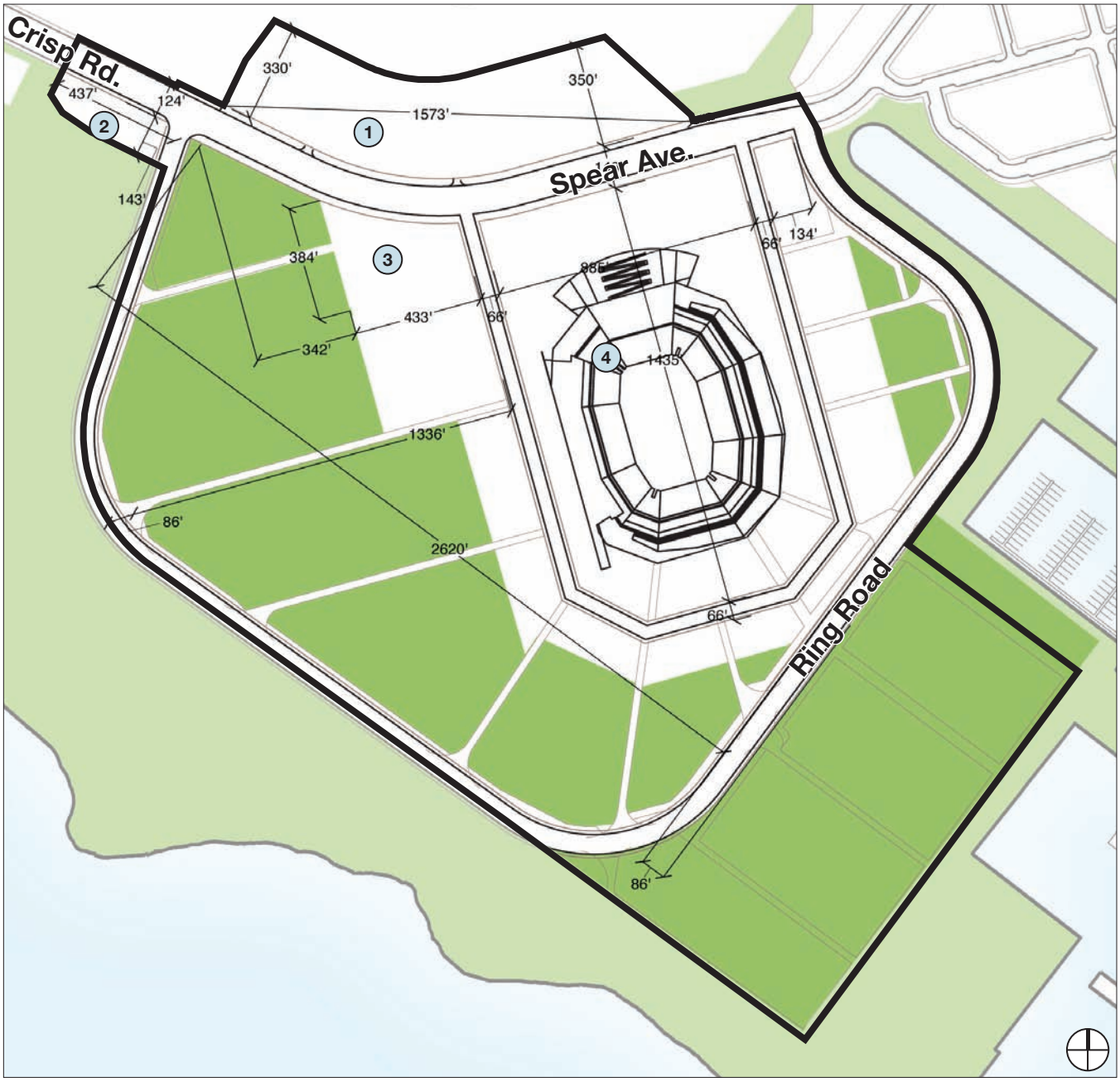
The chart below indicates the area of each development block in the neighborhood. Final dimension and areas will be defined by the Subdivision Map.

Table 5.4 Shipyard South Block Areas

SHIPYARD SOUTH BLOCK DIMENSIONS	
BLOCK NUMBER	AREA (ACRES)
1	11.1
2	1.4
3	2.6
4	28.4
TOTAL	**43.5**

* Total does not include open spaces and streets

Figure 5.12 Block Plan



Legend

- Neighborhood Boundary
- Parks
- Development Block
- Street – Public Right of Way
- Mid-block Break – Public Easement
- Dual-use Parking/Turf

5.4.3a Shipyard South – Urban Design

Refer to Figure 5.13 for the location of the following standards and guidelines.

Standards

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

S2. **Stadium Plaza** – The stadium shall have a large and well designed plaza located between the stadium and Spear Avenue.

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

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

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

S6. **R&D Parking**

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

S7. **Stadium Parking**

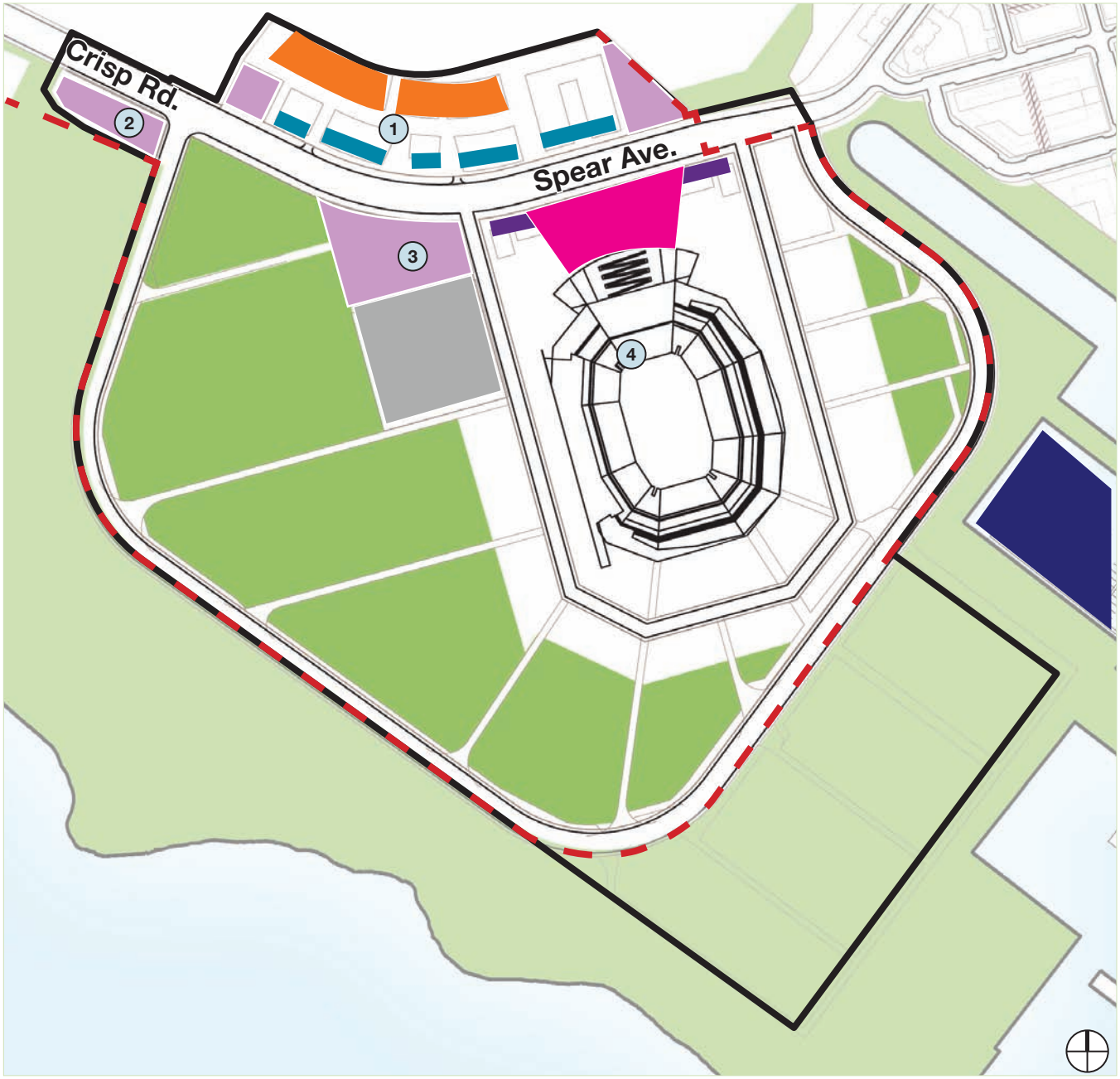
- Parking for stadium use shall be dual-use turf in all areas except for the locations immediately adjacent to the stadium site.
- A portion of the dual use parking not on State Trust lands shall incorporate sports play fields.
- A parking structure site is reserved to the west of the stadium to meet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

Guidelines

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

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

Figure 5.13 Shipyard South Urban Design



Legend

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

5.4b Shipyard South – Non-stadium

Housing Option

Precedent – Park Street.

Precedent – Four to five story residential buildings.

Precedent – Low-rise residential building.

Precedent – Internal courtyard.

5.4.1b Shipyard South – Non-stadium Housing Option General Description

Intent

In the event the 49ers do not relocate to the Shipyard, Shipyard South will instead be developed with either a housing or an R&D option. The housing option will be a mixed-use neighborhood comprised of housing, incubator research and development space, neighborhood retail, and a regional sports-field complex. A total of 1,625 additional homes will be developed in addition to 1M sq ft of R&D. Fisher Avenue will extend from the north, creating a continuous retail main street.

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

Open Space – Two urban parks are key elements to the neighborhood. A large linear park street extends from the core of the development to the re-gunning crane, while a wedge shaped park extends to the west, mirroring the Bayview Gardens Wedge Park at Candlestick Point.

A regional multi-field sports field complex is located along the western edge of the neighborhood, with a mixture of soccer, baseball, basketball, tennis, volleyball courts and other sports fields, and associated support buildings and parking.

Streets – Crisp Road, configured as a boulevard park street, serves as the main entry into the neighborhood from the north. Extending from Crisp at Building 813 to the re-gunning crane is Crane Road, a wide park street that links the two prominent historical structures retained within the neighborhood. Fisher Avenue extends from the north with parallel parking on both sides serving commercial at-grade uses. The remaining streets serve local uses or the sports-field complex and have intermittent parallel parking on one or both sides.

Figure 5.14 Shipyard South Illustrative Site Plan – Non-stadium Housing Option

Legend

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

1. Grasslands Ecology Park
2. Community Sports Fields
3. Building 813 (existing)
4. Surface Parking
5. Marina
6. Shipyard Village Center

Looking southeast – low-rise to right and in mid-ground, community sports fields in background.

Conceptual design – Stacked flats along community park.

Precedent – Low-rise townhomes along local street.

Looking northwest – Crane Park in foreground center, low-rise to right, sportsfields to left.

5.4.2b Shipyard South Non-stadium Housing Option – Block Plan

Standards

Block dimensions are shown in Figure 5.15 for all development blocks within the Shipyard South Neighborhood.

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

Table 5.4 Shipyard South – Non-stadium Housing Option Block Areas

SHIPYARD SOUTH – NON STADIUM BLOCK DIMENSIONS	
BLOCK NUMBER	AREA (ACRES)
1	11.67
2	1.74
3	9.85
4a	2.23
4b	1.90
5a	1.28
5b	1.21
6a	2.24
6b	2.22
7	1.38
8a	1.38
8b	0.29
9a	1.54
9b	1.26
10	1.68
11	1.48
12	0.48
13a	1.49
13b	1.22
14	1.19
15a	1.68
15b	1.68
16a	1.74
16b	1.74
17a	1.74
17b	1.63
18a	0.95
18b	0.39
19	1.98
Total	**61.26**

* Total does not include open spaces and streets

Figure 5.15 Block Plan –– Non-stadium Housing Option

Legend

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

5.4.3b Shipyard South Non-stadium Housing Option – Urban Design

Refer to Figure 5.16 for the location of the following standards and guidelines.

Standards

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

S2. **Minimum Street Wall Heights** – minimum street wall heights have been assigned to particular blocks in order to frame important streets and create a distinct 'center' to the neighborhood:

- Minimum height 35 ft – A street wall to a minimum of 35 ft shall be built fronting the entirety of Fisher Avenue.
- Minimum height 40 ft – A street wall to a minimum of 40 ft shall be built along: the portion of Fisher Avenue between Dry Dock 4 and the park street; the entirety of Crane Road; the south side of Crisp Road; and the eastern side of blocks 15b, 16b, and 17b.
- Minimum height 60 ft – A street wall to a minimum of 60 ft shall be built along those portions of blocks 5b, 7 and 14 that front Crane Road.

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

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

S5. **R&D Parking**

- Structured and/or surface parking for research and development uses shall be located in the northern portion of block 1 and internal to block 2 in order to screen the structures from view along Crisp Road and from adjacent uses.
- Structured parking serving R&D will likely serve users of the sports-field complex during non-business hours. Adequate signage indicating parking entrances should be utilized.

S6. **Sustainable Design** – R&D office buildings shall be built to LEED Silver or equivalent standards. The district shall be a showcase for sustainable technologies developed both within the precinct and beyond.

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

S8. **City Parks** – Two City parks shall be located within the Neighborhood (see Section 3.3 for more detail).

- Wedge Park extends from the heart of the development, mirroring the Bayview Gardens Wedge Park on Candlestick Point. It is framed by low-rise residential buildings and terminates at the Grassland Ecology Park.
- Crane Park is a linear park that runs along the center of the neighborhood, connecting building 813 to the historic re-gunning crane. Low-rise and mid-rise buildings frame the park, with a focal point at the intersection of Fisher Avenue.

S9. **Mid-block breaks –** Mid-block breaks shall be located as shown.

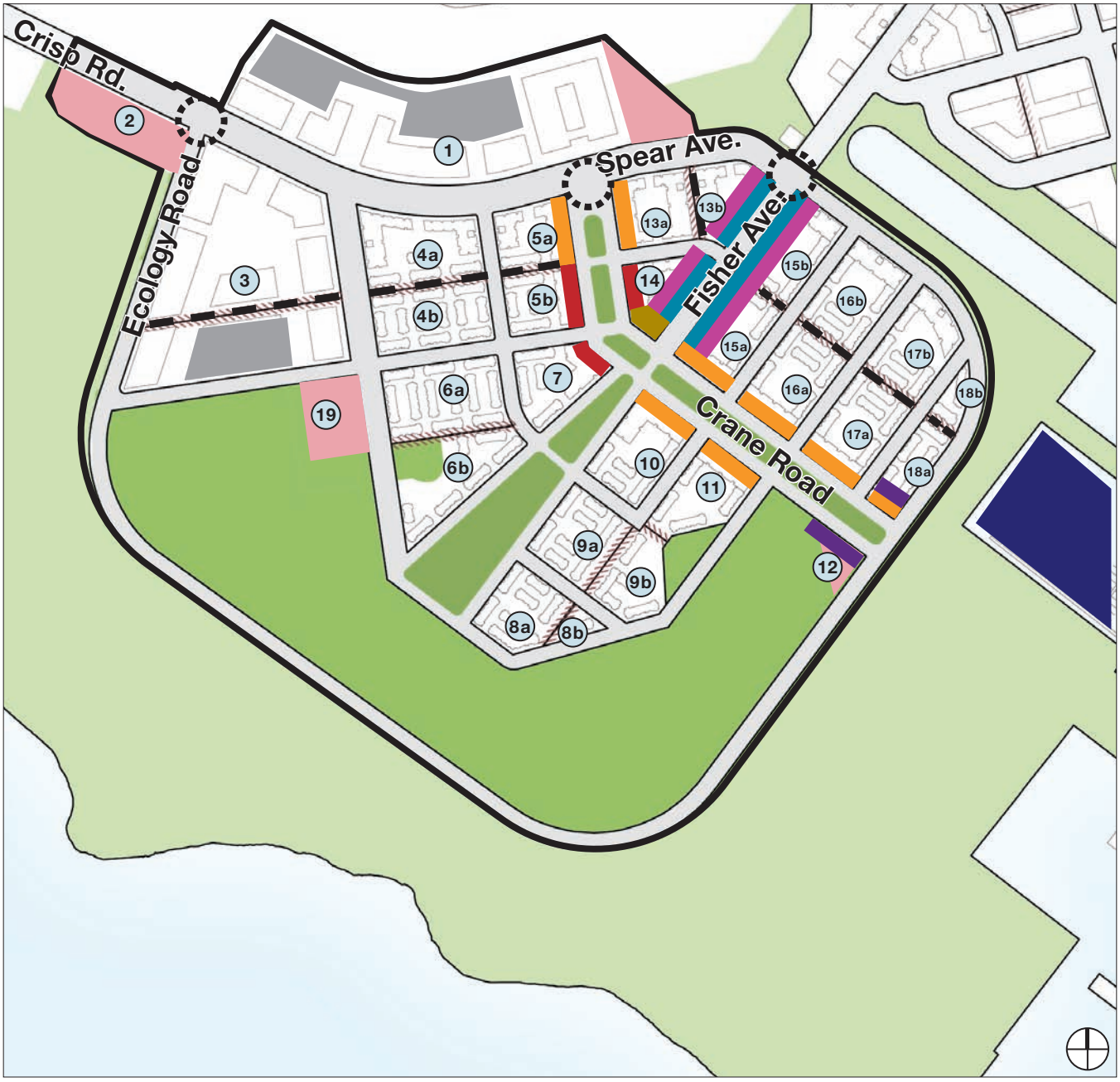
Guidelines

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

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

G3. **R&D Parking** – Parking for R&D uses should be provided on a district basis. Parking requirements may be unbundled, with larger structures in one block helping serve parking requirements of adjacent blocks.

Figure 5.16 Shipyard South – Non-stadium Housing Option Urban Design

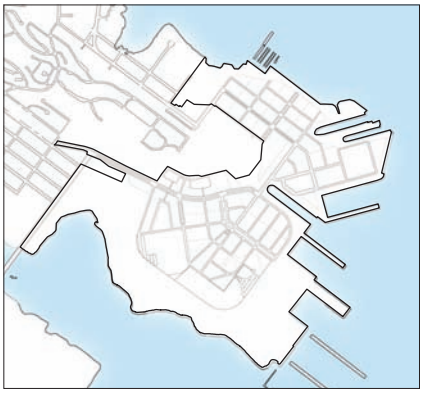


Legend

- S1 – Mixed-use Zone
- S2 – Minimum Street Wall – 35'
- S2 – Minimum Street Wall – 40'
- S2 – Minimum Street Wall – 60'
- S3 – Pedestrian Plaza
- S4 – Architectural Reinforcement
- S5 – R&D Parking
- S7 – Community Use
- S9 – Mid-block Break
- G1 – Encouraged Ground Floor Commercial
- G2 – Marina
- Parks
- # Block Numbers

THIS SECTION TO BE ADDED

5.4c Shipyard South – Non-stadium



R&D Option

6

Implementation

6 Implementation

6.1 Design Review Process

The Redevelopment Agency, shall review and approve the preliminary and final architectural and landscaping plans, including signs, fences, and walls for all development within the Shipyard. The architectural plans and specifications shall be prepared by a registered architect and in conformance with the submission requirements of the Design Review and Document Approval Procedure (DRDAP). In evaluating the plans, the Agency shall consider, in addition to compliance with the Standards in this D4D document and other applicable codes, the design, location, preservation of views, size, and exterior of materials of buildings, signs, landscaping, and other elements of site development. Particular emphasis will be given to the visual relationship to adjoining development and to the view of the development from public rights-of-way.

Development proposals will be evaluated as to the manner in which they achieve the objectives of the BVHP Plan and address the standards and guidelines of this D4D document.

Variances

Minor variances from standards may be granted at the sole discretion of the Redevelopment Agency Executive Director, subject to the condition that the Executive Director shall find and determine that such minor variances result in substantial compliance with the intent and purpose of this D4D. Non-minor variances, as determined by the Executive Director, shall require approval from the Agency Commission. A variance may be granted where enforcement of the BVHP Plan document or this D4D document would result in practical difficulties for development and create undue hardship for the property owner and constitute an unreasonable limitation beyond the intent of the specific standard at issue.

Upon written request for a variance by the property owner, which states fully the grounds for the application and the facts pertaining thereto, the Agency may conduct its own further investigation and may grant a variance.

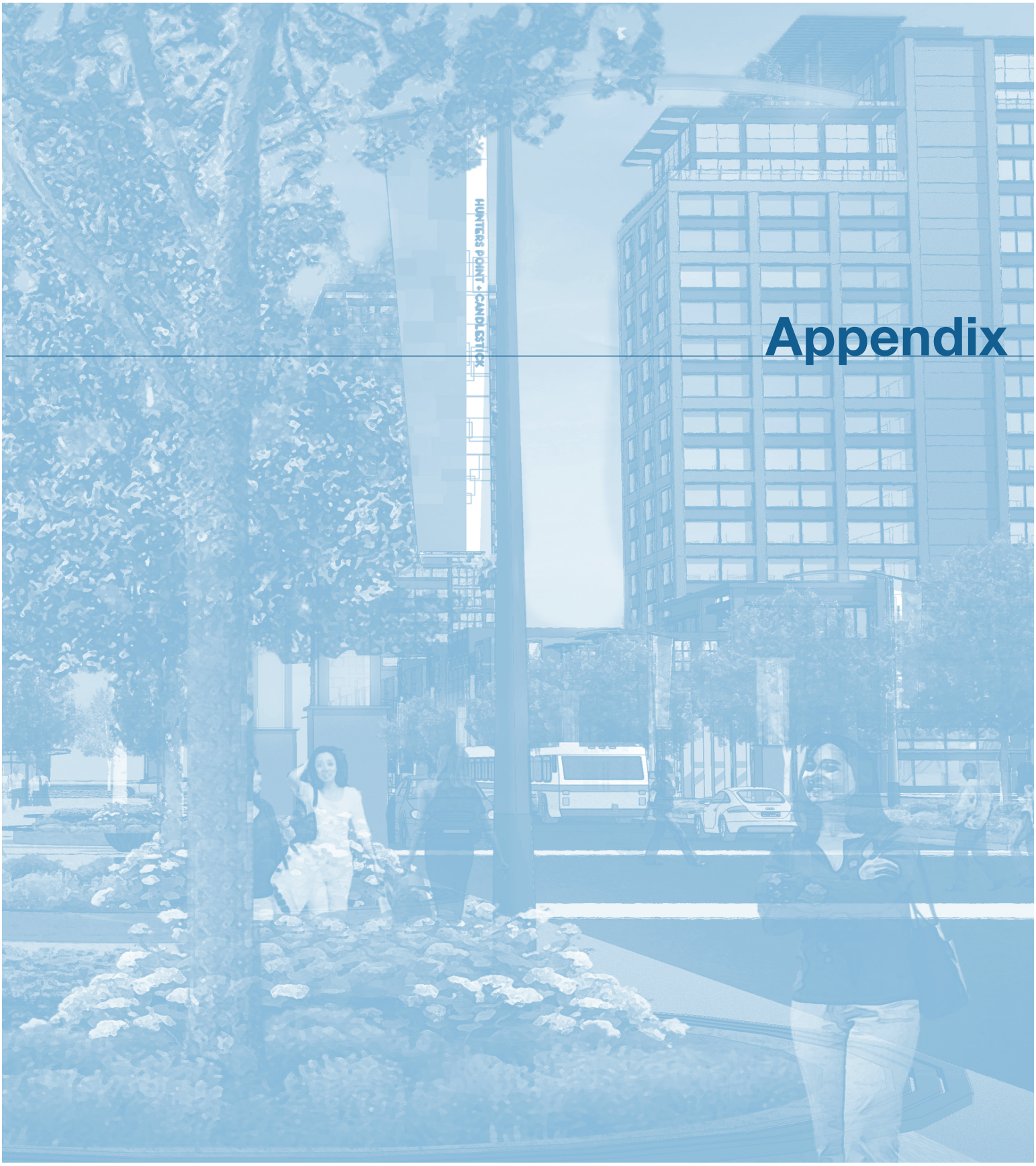
Variances shall only be granted because of unique physical constraints or other extraordinary circumstances applicable to the property. The granting of a variance must be in harmony with the BVHP Plan and this D4D document, as they may be amended from time to time, and shall not be materially detrimental to the public welfare or materially injurious to neighboring property or improvements in the vicinity. In granting a variance, the Agency shall specify the character and extent thereof, and shall also prescribe conditions necessary to achieve the desired land use and design intent of the BVHP Plan and this D4D.

Process for Amendment

This Shipyard D4D document may be amended by means of the procedure established in....

INPUT REQUIRED FROM CITY

7



Appendix

Appendix A

Term Definitions

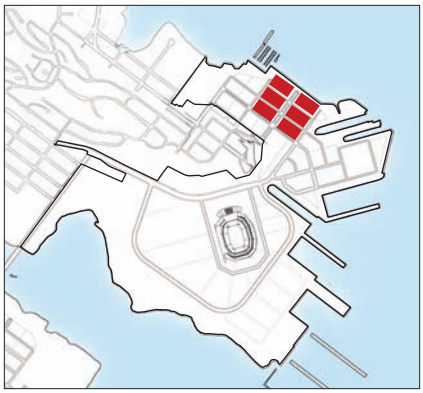
Activity Node	An area within the public realm that is at a major intersection or within the park system, which will have a high degree of pedestrian use due to the immediately adjacent uses
Wall	Any streetwall area that is not transparent, including solid doors and mechanical area wall(s).
Block	An area of land bounded by public lands, including streets or parks.
Build-to Line	The primary building face, of which a certain percentage of the building must be built to.
Building	Any structure having a roof supported by columns or walls and intended for supporting or sheltering any use or permanent occupancy
Building Entry	Any point of a building associated with the accessibility of the user, not including service or loading access.
Building Face	The major or primary plane of the exterior wall of the building. The term is often used in context with its relationship to an adjacent street or public area.
Building Height	The vertical distance between finished grade and the top of a building. The building top is defined as the top of the finished roof in the case of a flat roof, and the average height of the rise in the case of a itched or stepped roof.
Building Projection	A portion of the building that extends beyond the primary building face, either into a setback or beyond the property line.

Bulk	The maximum physical dimensions of built volume. Standards include; maximum plan dimension and maximum floor plate size.
Corner	The first fifty ft of a block measured from the intersection of two or more streets.
Dwelling Unit	A room or group of 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.
Façade	Any vertical exterior face or wall of a building that is adjacent to or fronts on a street, public or semi-private right-of-way, park, or plaza.
Gateway	A primary vehicular or pedestrian point of entry into the development project, typically at a key intersection between two or more public streets.
Guideline	Design recommendations for both private and public design and construction activities within the development project.
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 Massing	The overall exterior shape of a building or structure; the proportion aspect of the elements of the form.
Modulation	Major variation in the massing, height, or setback of a building (as a means of reducing the structure's perceived bulk).

Neighborhood Retail	Commercial retail uses primarily for residents and users within the immediate vicinity of the retail use. Examples include corner stores, coffee shops, hair stylists.
Pedestrian Mews	A public easement of private land, intended for public pedestrian use. Pedestrian Mews are intended to expand on the pedestrian circulation system, creating a finer grained block pattern for easier mobility.
Property Line	The line separating private from public use.
Regional Retail	Commercial retail uses of a scale and nature that will attract consumers from both within the development and beyond.
Setback	A required distance that the Building Face shall be built in relation to the property line. Buildings with a setback of zero ft are built at the property line.
Standard	The specific rules or measures establishing a level of quality or quantity, or a condition that must be complied with or satisfied
Stepback	The distance that upper levels of a building may be set back from the primary building face.
Streetwall	A continuous façade of buildings generally built along the property line facing a street or open space.
Tower Bustle	A portion of a tower that extends horizontally past the main vertical form of the building. Generally confined to the lower four to six floors of the tower.
Vehicular Laneway	A vehicular access way located on a private parcel, but having a public easement over it.

Appendix B – Additional Studies

A number of additional studies have been developed for a variety of parcels. These may help to inform design decisions, since they have been guided by the Standards and Guidelines set forth in this document.



Shipyard North – Additional Studies

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

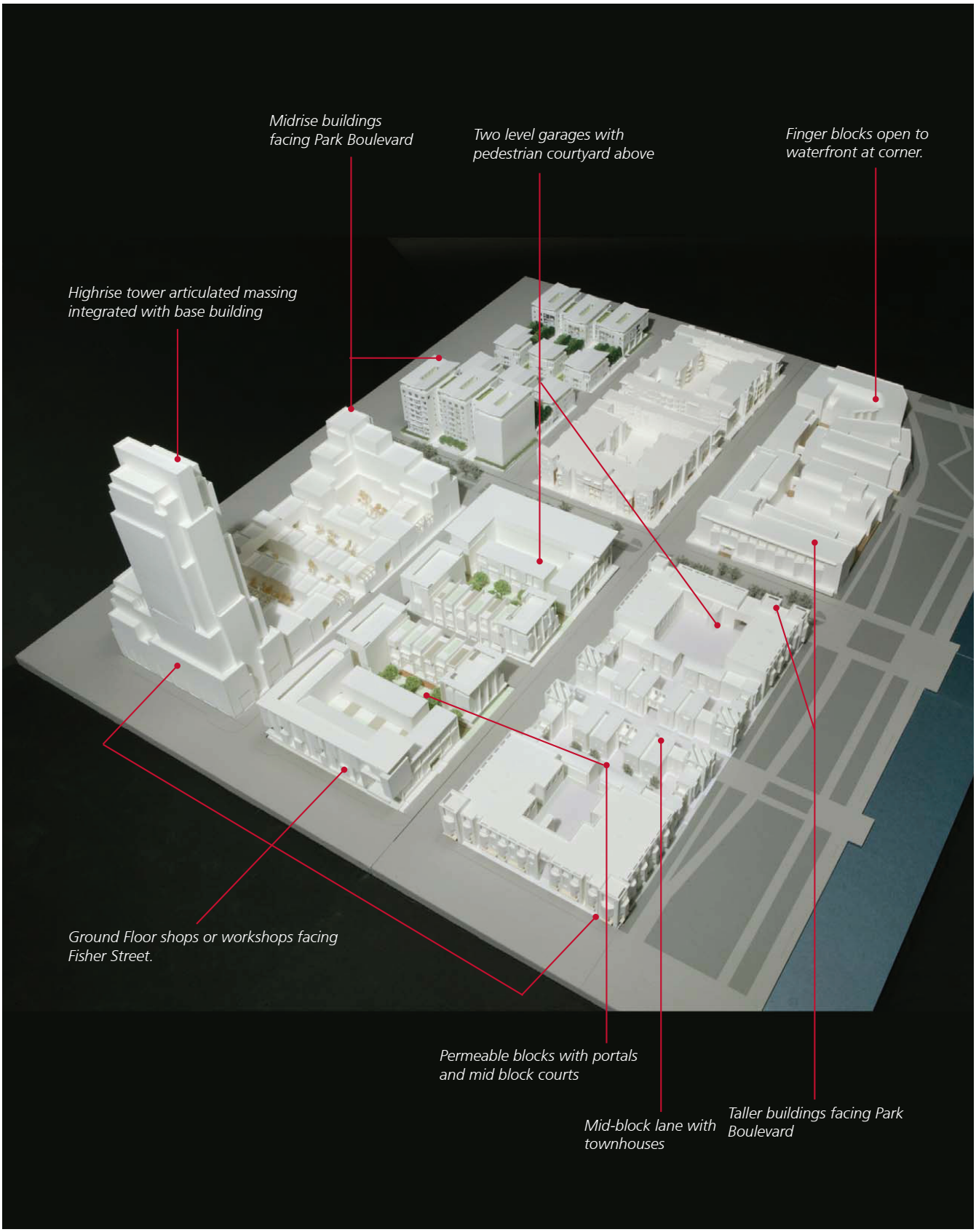
The way in which blocks were massed addressed the objectives of defining important public streets and open spaces, in particular the Park Boulevard (Horn Avenue), the retail street (Fisher Avenue), and the mid-block breaks that permeate each of the blocks and create additional connectivity to the water's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

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

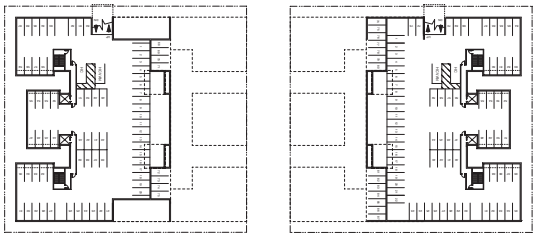
The buildings facing the neighborhood retail street (Fisher Avenue) were built to the property lines and have ground floor spaces that are 15 to 20 ft high in order to accommodate retail or other street animating non-residential uses, such as workplaces, artist's studios, workshops or community services.

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

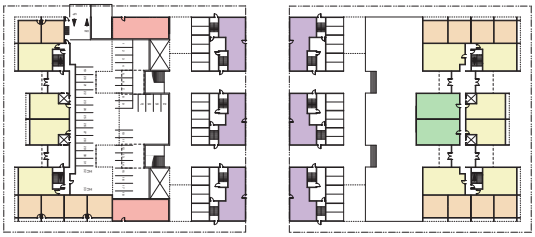
The figure on the right highlights these objectives in addition to other opportunities that developers may wish to explore. These include making the blocks more permeable by way of portals leading to courts, and on some of the waterfront blocks creating building wings that are perpendicular to the water's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


Midrise buildings facing Park Boulevard
Two level garages with pedestrian courtyard above
Finger blocks open to waterfront at corner.
Highrise tower articulated massing integrated with base building
Ground Floor shops or workshops facing Fisher Street.
Permeable blocks with portals and mid block courts
Mid-block lane with townhouses
Taller buildings facing Park Boulevard

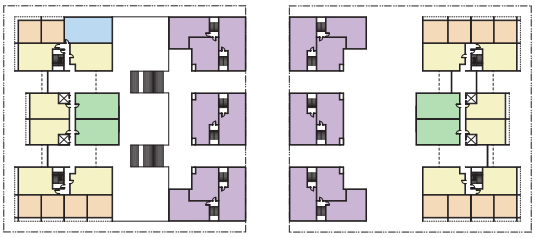
Block Study – Block 5



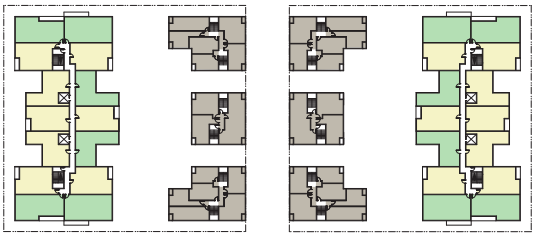
Basement



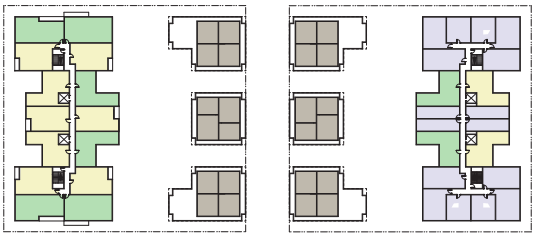
First Floor



Second Floor

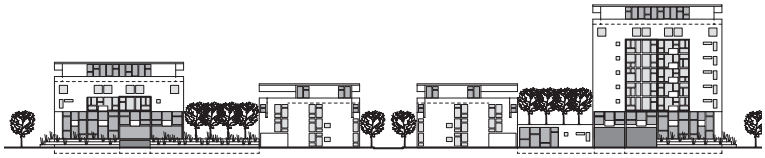


Third Floor



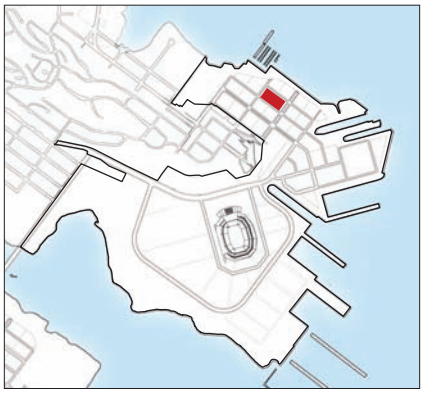
Fourth Floor

Section Through Mid-block



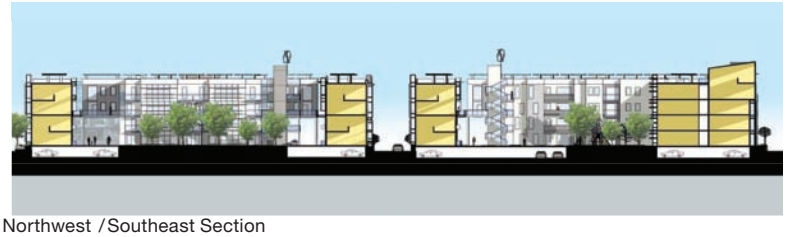
South Street Elevation (North Similar)

Block Study – Block 6

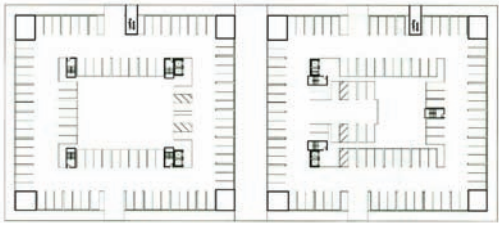


Typical Upper Floor Plan

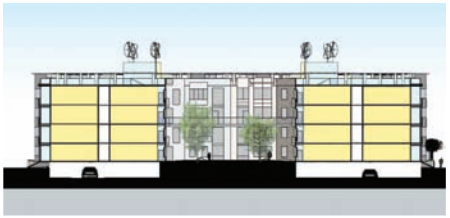
Ground Floor Plan



Northwest /Southeast Section



Basement Garage Plan



Northeast /Southwest Section (block 6A)

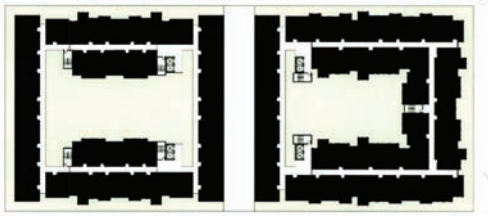
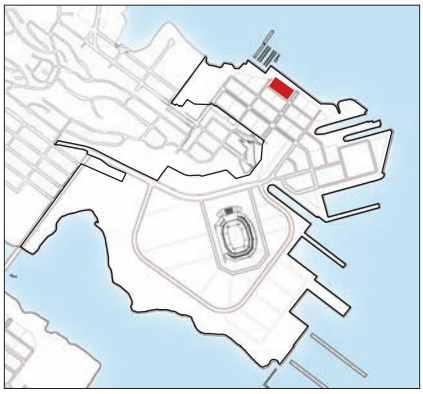


Figure Ground

Northeast /Southwest Section (block 6B)

Block Study – Block 7

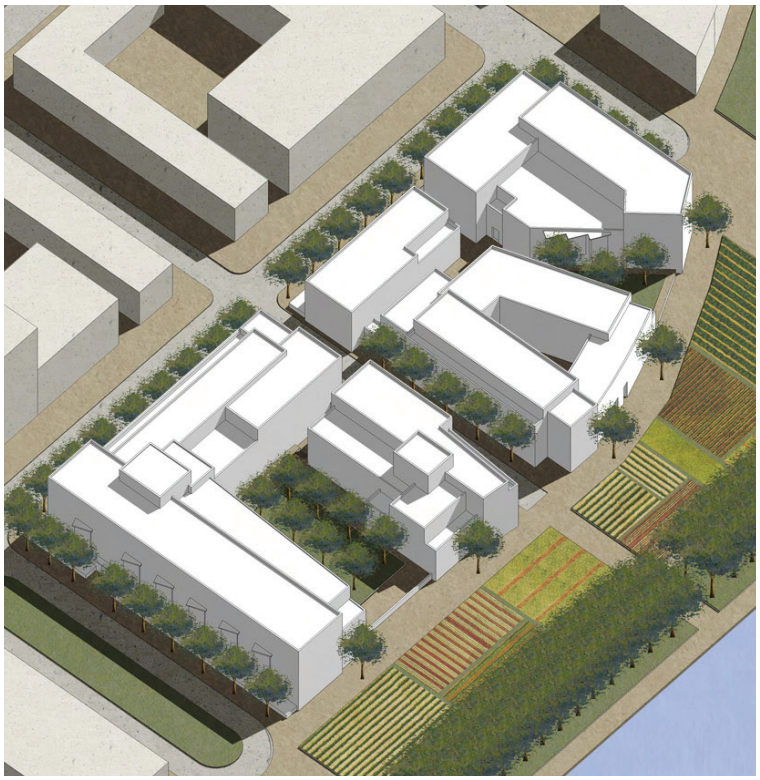


Parcel B: East/West Section Looking South – Detail

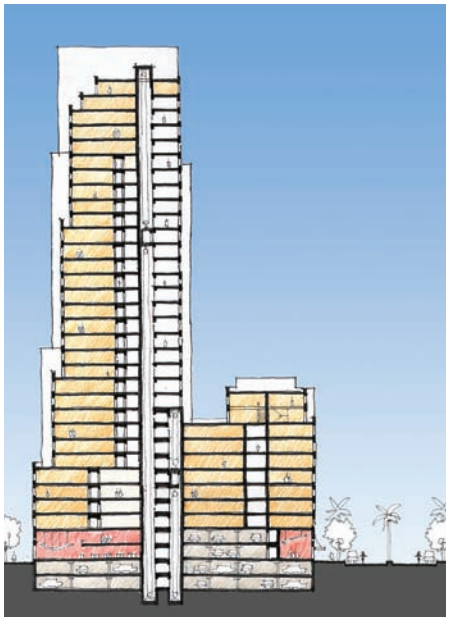
Parcel B: East/West Section Looking South

Section Elevation Looking South – Detail

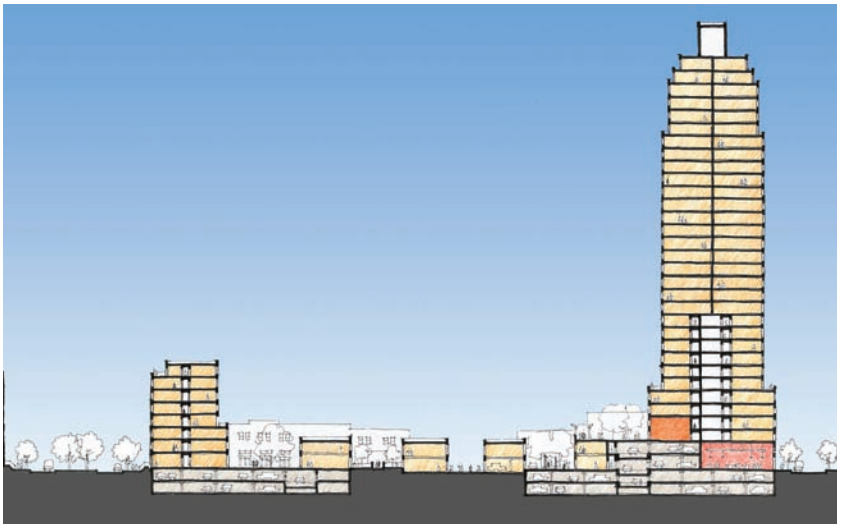
Section Elevation Looking South



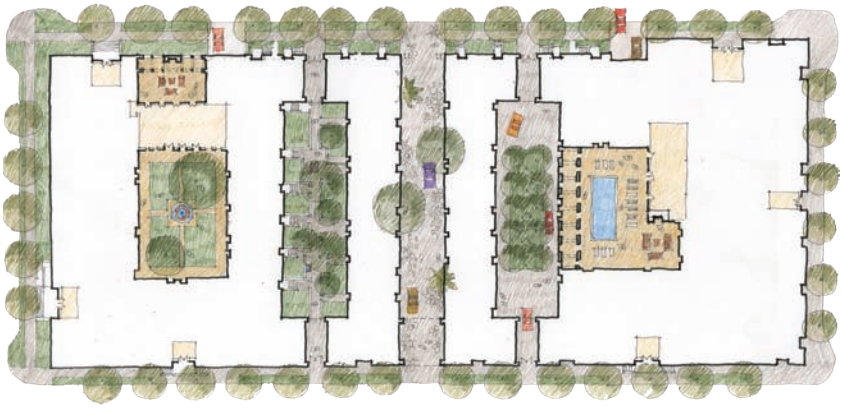
Block Study – Block 8



North/South Section

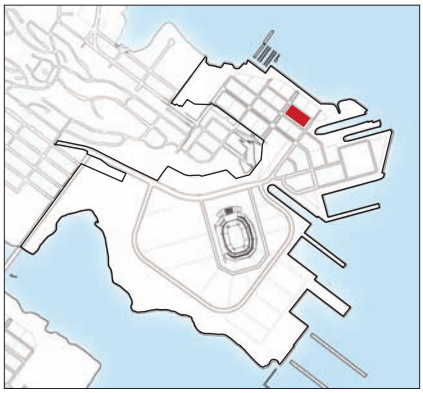


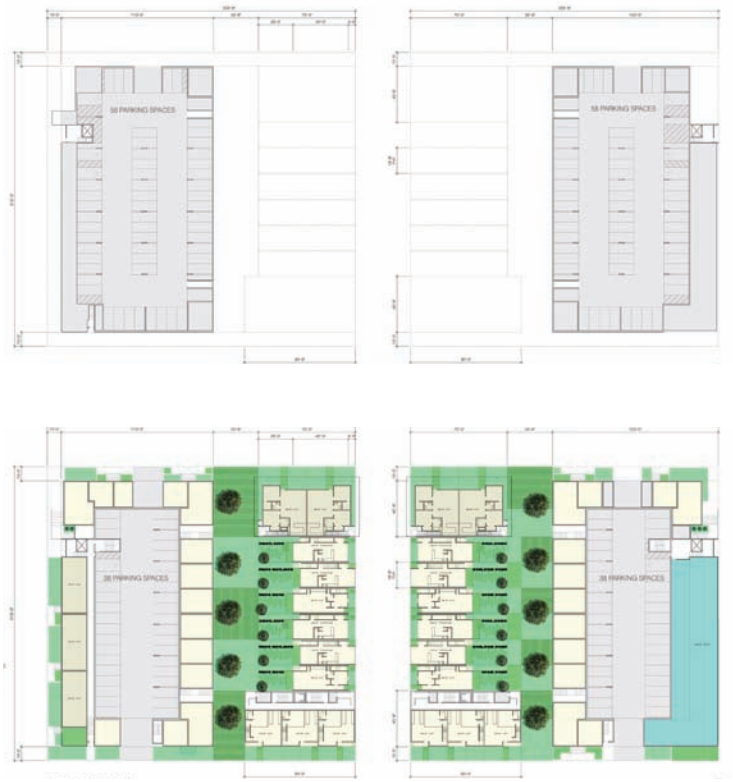
East/West Section



Open Space

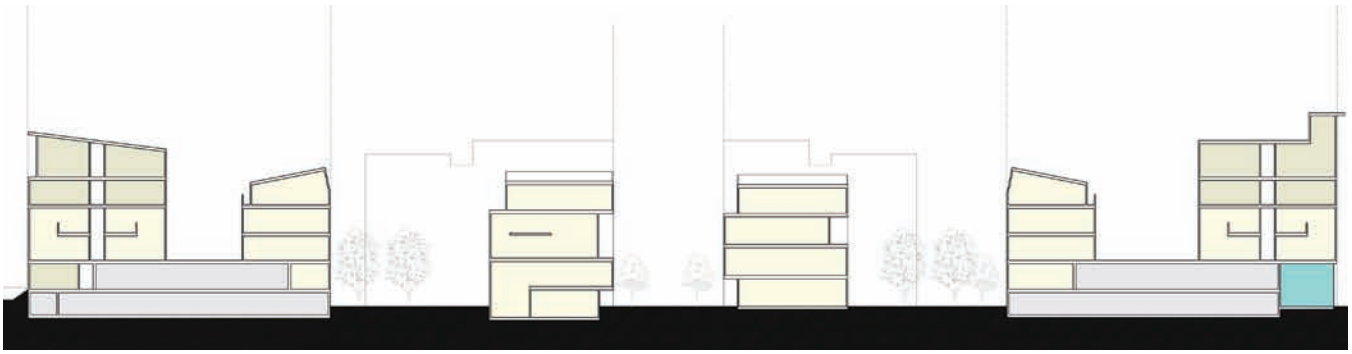
Block Study – Block 9:





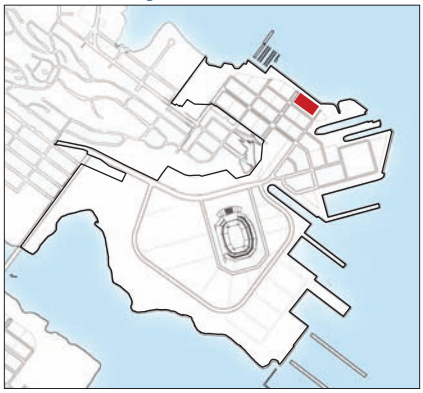
Legend

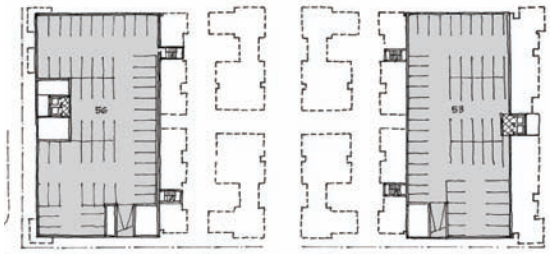
- Landscape and Open Space
- Parking/Service
- Residential – Multi-story
- Residential – Flats
- Retail



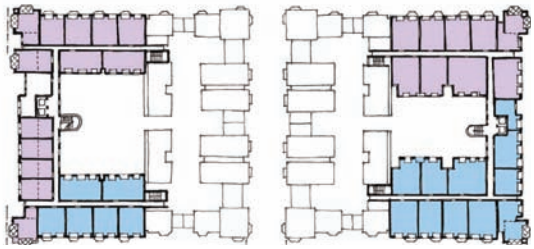
East/West Section

Block Study – Block 10

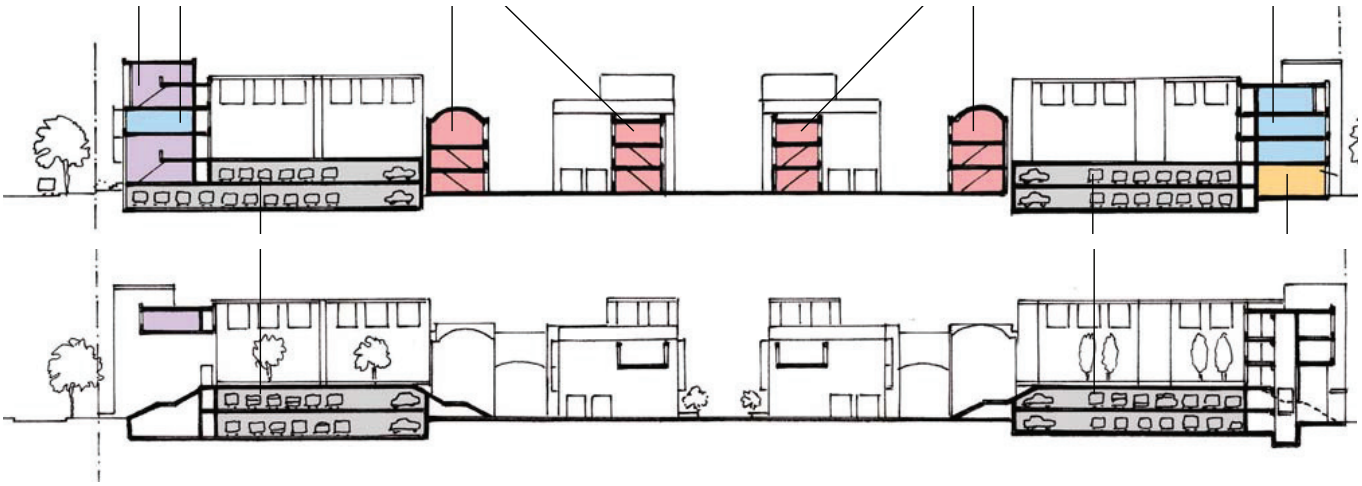




Basement

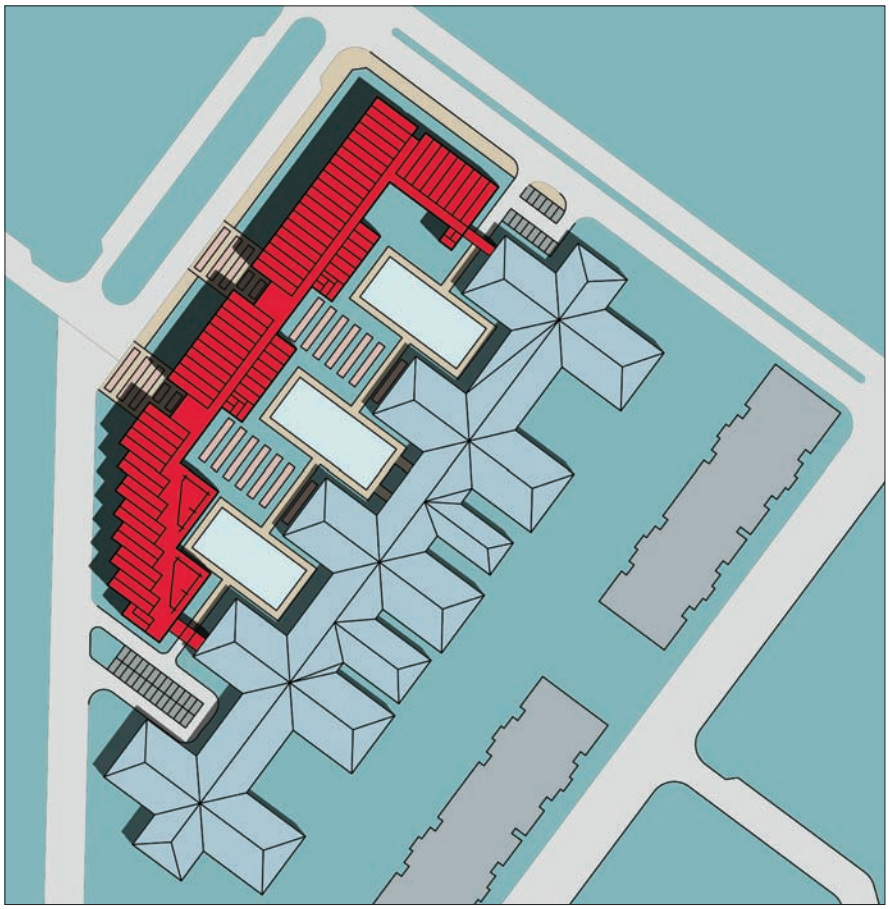


Fourth Floor

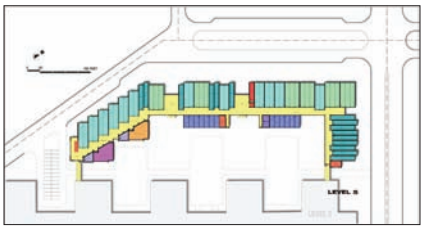


Shipyard Village Center – Additional Studies

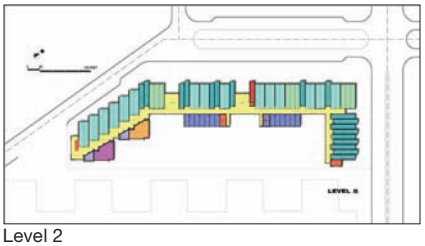
1. Artists Studios Replacement Space Study: Container Concept– A study was conducted to determine the feasibility for and interest within the Artists community for replacement space comprised, in part, by assembled and converted shipping containers. The following drawings illustrate the findings of this preliminary study.



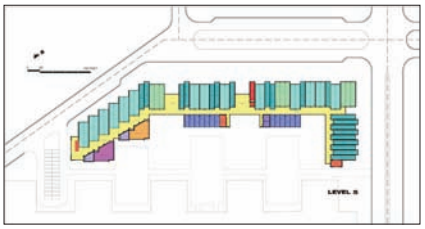
Site Plan



Level 1

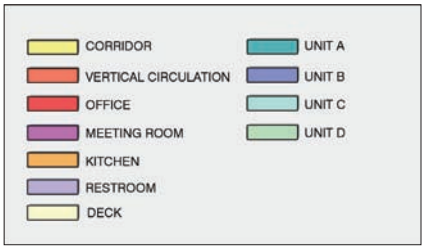


Level 2

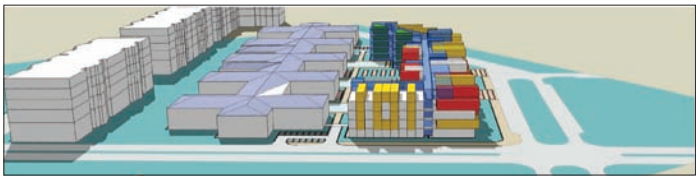


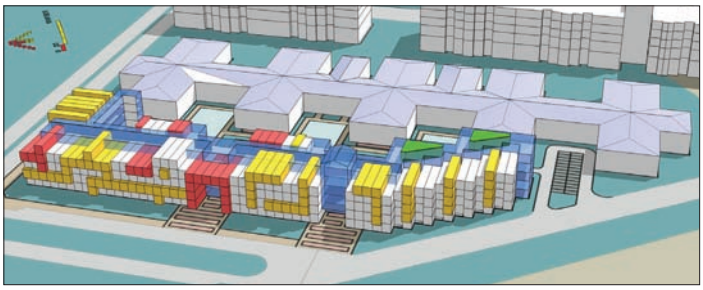
Level 3

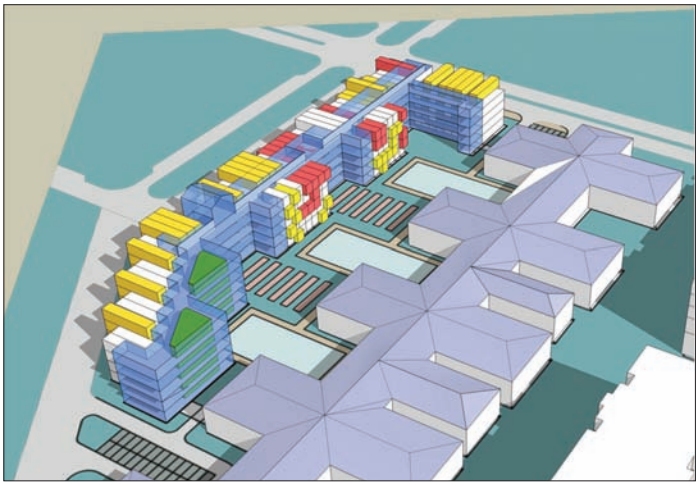
Level 4

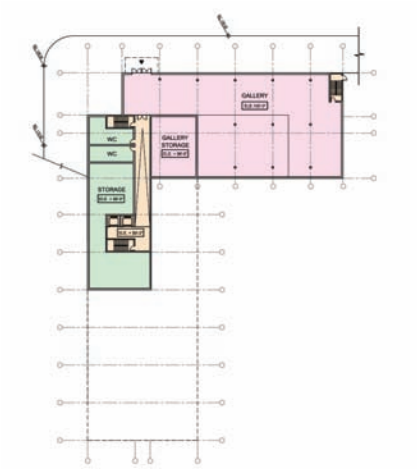


Legend





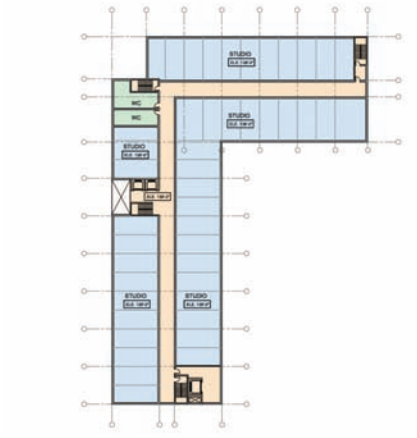




Gallery Level Plan

2. Artists Studios Replacement Space Study – A secondary study was conducted to further examine the feasibility of Artists' replacement space north of Building 101, with the artists' direction. The following drawings illustrate the design based on the artists' feedback from the preliminary study. The concept has a large plaza between the replacement space and building 101. The replacement studio building engages Robinson Street with an atrium gallery level, and includes the possibility of a cafe and other retail studio options.

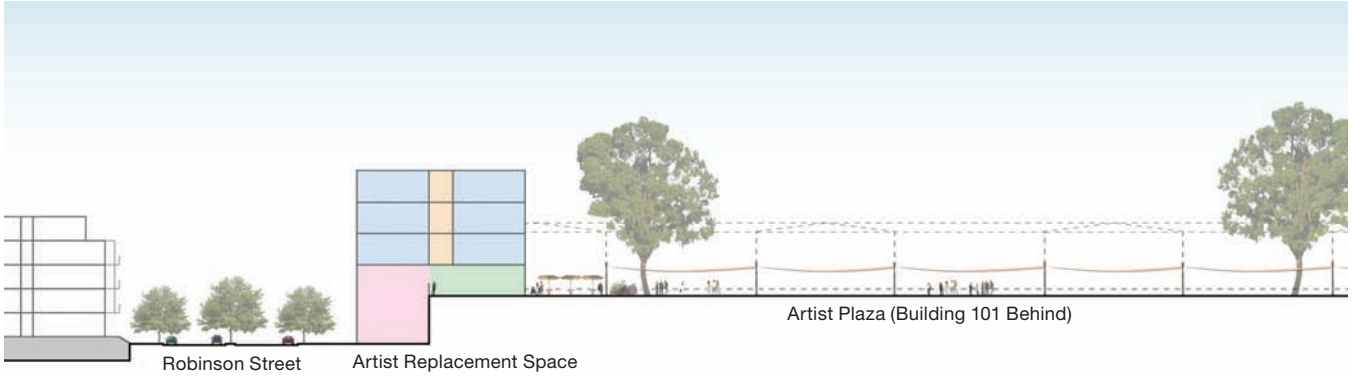
Plaza Level Plan



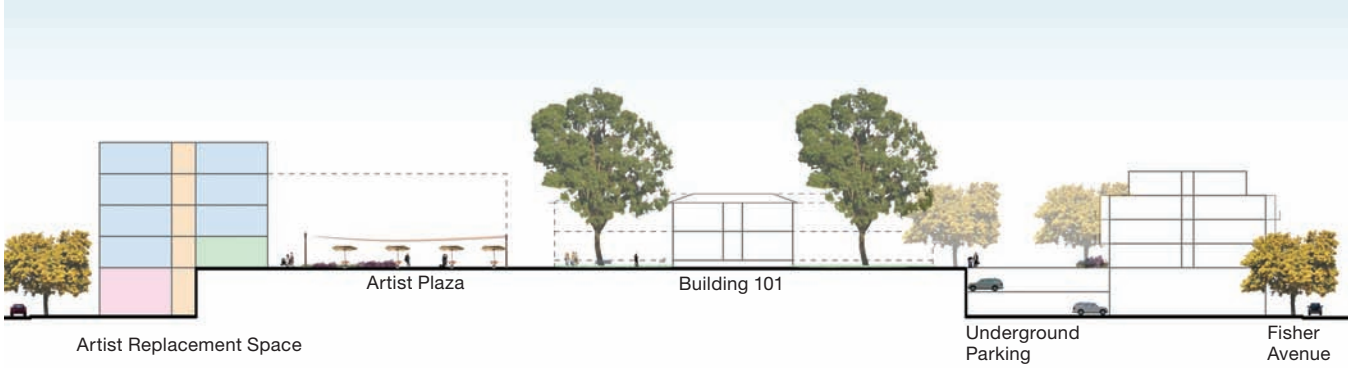
Typical Level Plan

Artist Replacement Space – Site Plan

Artist Replacement Space – Site Plan



North South Section

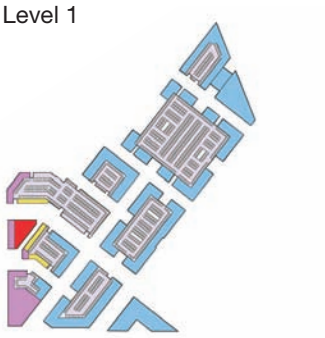


East West Section

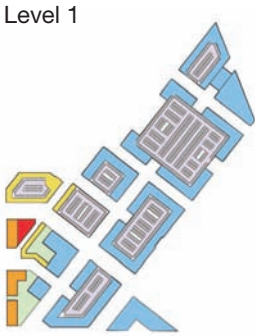
Shipyard R&D – Additional Studies

More detailed studies were undertaken to evaluate the R&D Neighborhood's feasibility to accommodate the envisioned development program and to confirm the effectiveness of the Standards and Guidelines. A portion of this study is shown below.

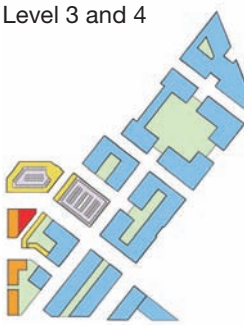
Level 1



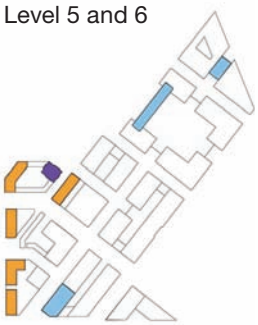
Level 1

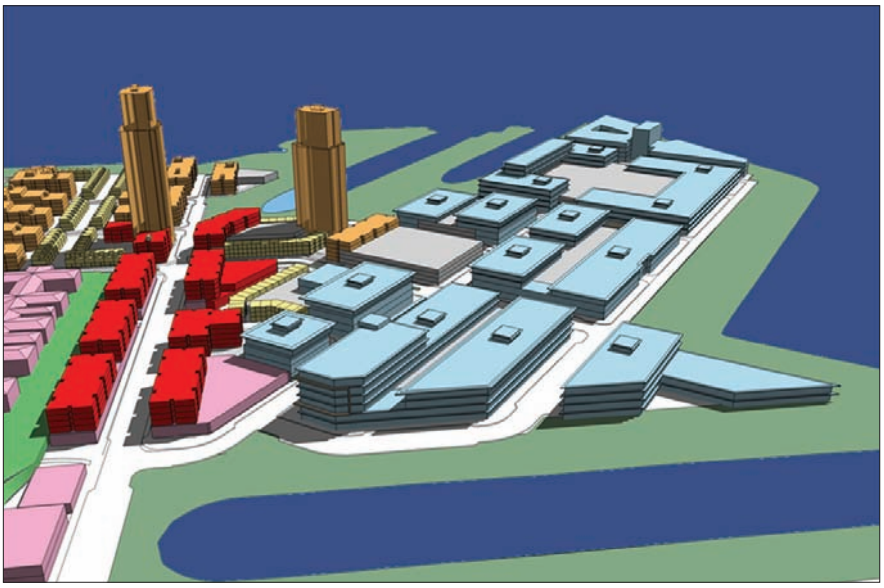


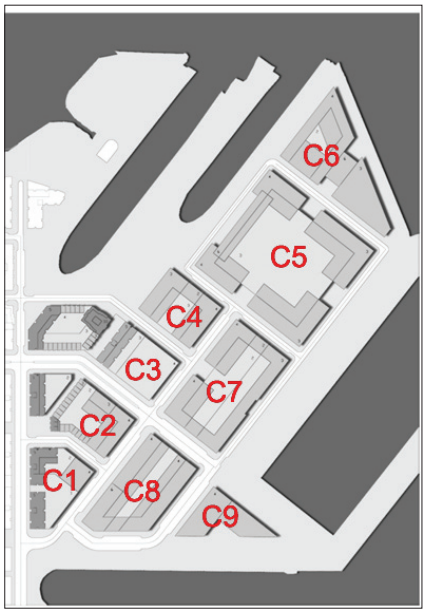
Level 3 and 4

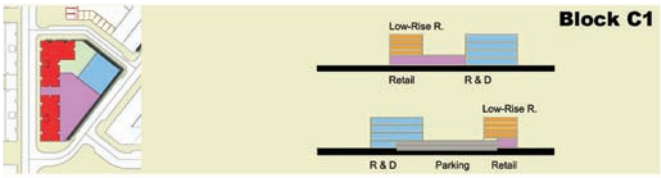


Level 5 and 6






C6
C5
C4
C3
C7
C2
C1
C8
C9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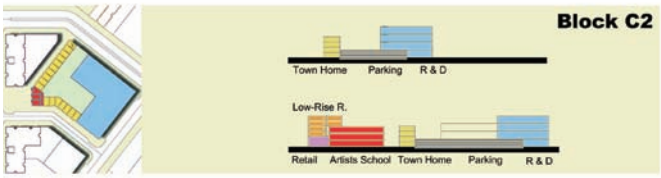
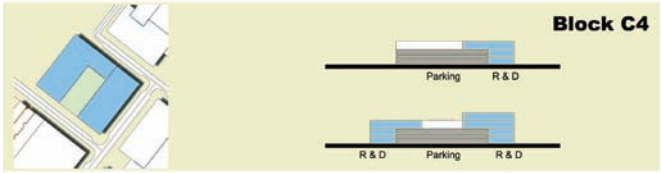
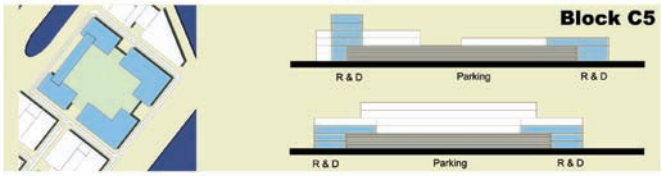
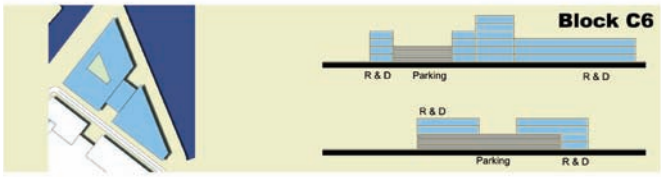
Low-Rise R.
Retail
R & D
Low-Rise R.
R & D
Parking
Retail

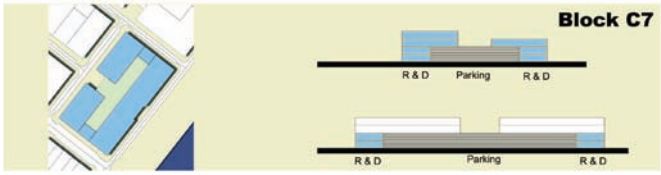

Block C2
Town Home
Parking
R & D
Low-Rise R.
Retail
Artists School
Town Home
Parking
R & D

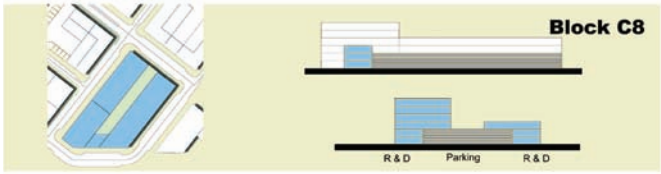
Block C3
High-Rise R.
Low-Rise R.
Low-Rise R.
Retail
Parking
Town Home
Parking

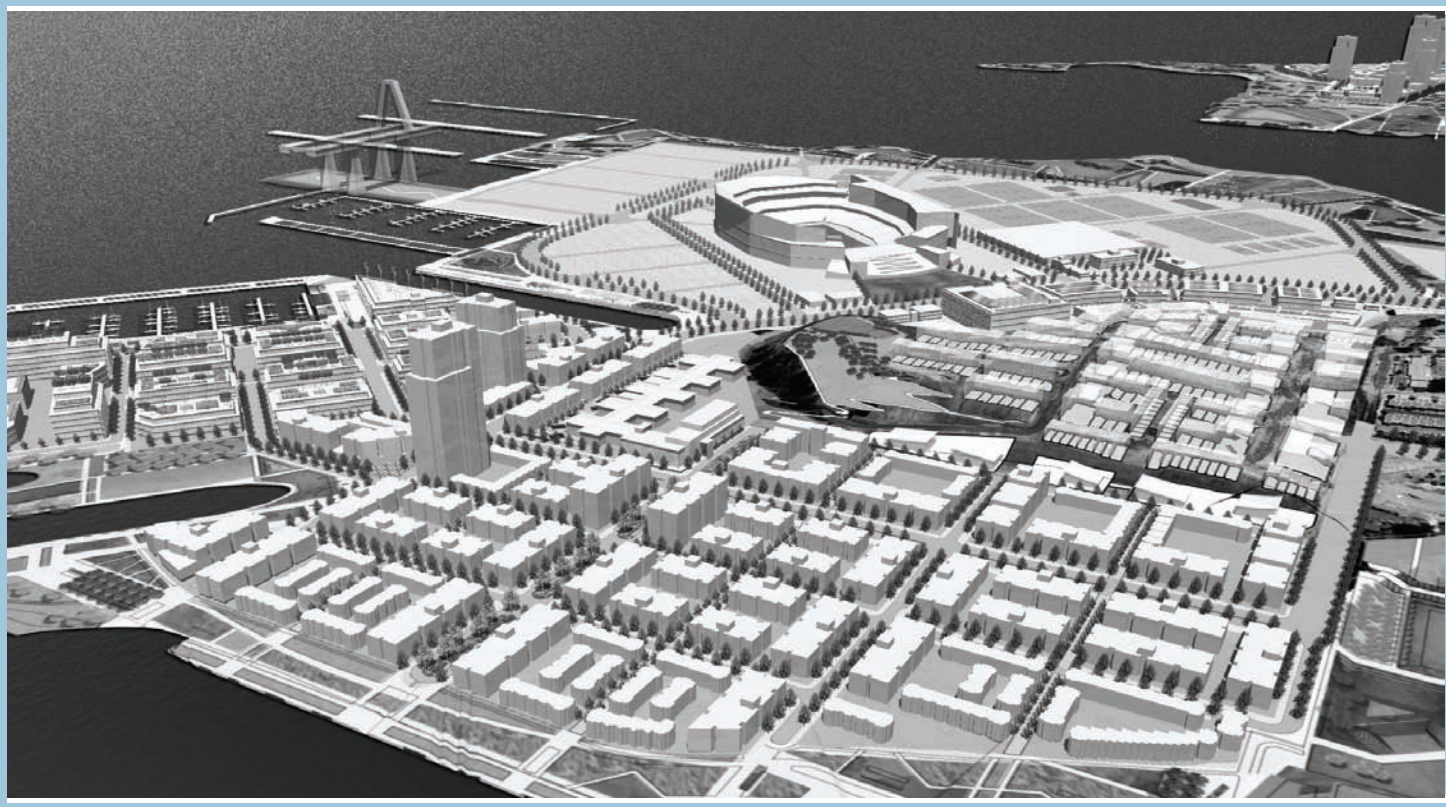

Block C4
Parking
R & D
R & D
Parking
R & D


Block C5
R & D
Parking
R & D
R & D
Parking
R & D


Block C6
R & D
Parking
R & D
R & D
Parking
R & D


Block C7
R & D
Parking
R & D
R & D
Parking
R & D


Block C8
R & D
Parking
R & D



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