



# SAN FRANCISCO PLANNING DEPARTMENT

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## Memo to the Planning Commission

HEARING DATE: MAY 6, 2010

*Date:* April 30, 2010  
*Case No.:* **2008.0021E**  
*Project Address:* **Parkmerced**  
*Block/Lot:* 7303, 7303A, 7308-311, 7314, 7316, 7319-26, 7330-45, 7333 A-B, 7333E & 7353-7373  
*Project Sponsor:* Seth Mallen, Stellar Management  
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*Recommendation:* **Informational Hearing – No Commission Action Required**

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At the request of the Planning Commission, representatives of the Project Sponsor, the Mayor's Office, and MUNI will provide background, an overview, and information about the current status of the proposed mixed-use development project proposed for Parkmerced.

The May 6, 2010 hearing is for informational purposes only, and no Planning Commission action is required.

### CURRENT PROPOSAL

The proposed project is a long-term mixed-use development program to comprehensively re-plan and re-design the approximately 116 acre site. The project proposes to increase the residential density, provide new commercial and retail services, provide new transit facilities, and improve existing utilities within the development site. Of the existing 3,221 residential units that exist on the site, approximately 1,683 units located within the 11 existing towers would remain. Over a period of approximately 30 years, the remaining 1,538 existing apartments would be demolished and replaced in a phased work program. An additional 5,679 net new units would also be added to the site for a project total of 8,900 units. Neighborhood-serving retail and office space would also be constructed as part of the proposed project. The proposed new neighborhood core would be located within walking distance of all the residences within Parkmerced. Small neighborhood-serving retail establishments would be constructed outside of the neighborhood core, in close proximity to residential units throughout the site. A new school and daycare facility, fitness center, and new open space uses including athletic fields, walking and biking paths, a new organic farm, and community gardens would also be provided on the project site.

The proposed project may include re-routing the existing M Ocean View and J Church MUNI light rail lines.

## **Parkmerced Vision Plan – May 6, 2010 Informational Presentation**

### *Planning Commission Packet Listing of Contents*

- Summary of Development Agreement and Memorandum of Understanding
- Project Description
- Plan Diagrams
- Excerpts from Proposed Draft Design Standards + Guidelines
- Intersection and Roadway Modifications
- Traffic and Transit Overview

### **Summary of Development Agreements in California:**

- Contract between a city and a developer resulting in a legally binding promise for mutual benefits.
- Primary intent is to provide greater security and flexibility to both sides than exists with conventional land use law.
- The DA must result in greater public benefits than what could be achieved through application of existing ordinances & regulations.
- Permits a transparent *pro-forma*-based negotiation for tailor-fit zoning & public benefits outside of nexus law (Mitigation Fee Act) or existing land use ordinances.
- Cities can be more creative in their negotiations with developers than under conventional zoning procedure.
- In exchange, the developer gets iron-clad certainty.
- Used most often for long-term, large-scale, high-risk projects with substantial up-front capital/infrastructure investment and multi-phase build-outs.

### **Summary of MOU Process:**

- OEWD & Planning working with Parkmerced to determine appropriate scope of the DA, including initial package of public benefits and infrastructure improvements.
- MOU provides a temporary mechanism by which Parkmerced will reimburse City Agencies for staff time and materials expended on any component of the DA.
- Careful coordination between real estate economic analysis and negotiation functions of OEWD and land use and urban design functions of Planning.
- Each agency has appointed a Project Manager to oversee these respective roles.
- OEWD, in cooperation with Planning, to propose a series of procedural amendments to the existing DA ordinance to consolidate the review & approval process.
- Term Sheet describing proposed public benefits.
- Various draft Appendices for all components of the project, from Transportation to Housing to Urban Design.

## **PARKMERCED PROJECT OVERVIEW**

### **Existing Site**

Parkmerced is an existing residential neighborhood with 3,221 rent-controlled residential units on approximately 152 acres of land in the southwest portion of San Francisco adjacent to Lake Merced. Currently, the on-site residential homes are located in 11 towers and 30 blocks of two-story garden apartment buildings. Parkmerced is more than 60 years old and was designed to satisfy post-war housing needs created by the growing population demands of San Francisco and California. The property is an auto-centric design and was constructed very quickly to satisfy the immediate housing needs. War-time material shortages and restrictions only placed a further burden on the construction and design, issues that have been exacerbated by years of deferred maintenance and neglect. The current owner has invested more than \$125 million dollars into repairing and improving the property to help redress the 60 years of prior neglect. This recent process of repair has illuminated the fundamental design and construction defects of Parkmerced. In its current condition, even after substantial investment, Parkmerced will only continue to require constant and intensive repair, which only provide band-aid fixes and diminishing returns. The only viable long-term solution for the property is a complete reconstruction.

### **The Opportunity**

Parkmerced is a unique, once-in-a-lifetime opportunity to redevelop a significant portion of San Francisco in an area that has been relatively untouched for more than 50 years. The property is in a desirable location, situated immediately adjacent to a significant portion of San Francisco's natural open space network, Lake Merced and the Golden Gate National Recreational Area. The property also neighbors San Francisco State University, Stonestown and Brotherhood Way. It is served by public transit with a Muni Metro light rail line (M-Oceanview), five Muni bus lines and BART less than a mile away. There are also easy connections to Highways 1, 35 and 280. The proximity of regional transit and services, coupled with Parkmerced's strikingly low density, highlight a prime opportunity to significantly increase housing in San Francisco.

The proposed Parkmerced Project is a long-term, mixed-use development program to comprehensively replan and redesign the Parkmerced site. The Project would increase residential density, provide a social core with new neighborhood-serving commercial and retail services, improve transit and improve utilities within the development site. A new Preschool through 5<sup>th</sup> grade school and day care facility and a recreation/community center would join new open space uses, including athletic playing fields, walking and biking paths, and community gardens. The Project also calls for an approximately 2-acre organic farm located within a new 13-acre park along the southern side of the property. While 1,683 of the existing apartments located in 11 tower buildings would be retained, the Project calls for replacing 1,538 existing apartments, over a period of approximately 20 to 30 years. These apartments, located in the low rise structures, would be replaced in phases and an additional 5,679 net new units ultimately would be added. With the full implementation of the Project, there would be a total of 8,900 units on the Project Site. The principal land use goals of the Proposed Project are to a) reduce automobile use by concentrating housing close to employment, increasing the supply of housing, and



providing better integrated residential and neighborhood-serving retail and office uses; b) maximize opportunities to use pedestrian and bicycle pathways; c) establish pedestrian-oriented nodes for the location of neighborhood services and amenities, open space and community services; d) implement sustainability features in the site planning and design as well in new buildings, and e) incorporate environmental factors such as sun, shade and wind into the design and housing materials throughout the Project Site.

The Project includes construction of a series of significant transportation and infrastructure improvements designed to minimize the amount of automobile traffic originating from Parkmerced, and which are intended to improve traffic flow on adjacent roadways such as 19th Avenue and Brotherhood Way. These transportation improvements include rerouting the existing Muni Metro line from its current alignment along 19th Avenue into Parkmerced, bringing the M-line three-quarters of a mile closer to Daly City BART – a crucial step toward an eventual rail linkage between Muni and BART. This alignment would immediately provide much safer and more direct transit access for Parkmerced visitors, residents and neighbors, without removing any existing stops. The Project also includes a series of roadway improvements along 19th Avenue, Junipero Serra Boulevard, Brotherhood Way, and Lake Merced Boulevard, providing improvements to every single adjacent intersection for pedestrians, bikes, transit and vehicles.

Infrastructure improvements include the installation of a combination of renewable energy sources, such as wind turbines and photovoltaic cells, to meet a portion of the Proposed Project's energy demand. In addition, stormwater runoff from buildings and streets would be captured and filtered through a series of bioswales, ponds and other natural filtration systems. The filtered stormwater would then either percolate into the groundwater that feeds the Upper Westside groundwater basin and Lake Merced, or be released directly into Lake Merced. This feature of the Proposed Project would reduce the amount of stormwater flowing into the Oceanside Water Pollution Control Plant and reduce combined sewage overflows to the ocean; best of all, it provides the opportunity to help increase water levels and restore Lake Merced.

### **Proposed Residential Housing and Existing Tenant Relocation**

Approximately half of the existing apartments would be retained as part of the Proposed Project. However, the Owner has committed to all existing Parkmerced residents that they will not have to move from Parkmerced as a result of the Project. Residents of existing apartments that are proposed to be replaced would be provided with the opportunity to move to a new apartment before their unit is demolished. Construction and demolition would be phased to ensure that the residents of these units would be required to move into a new apartment only once. These new apartments would be rented at the same rent-controlled rate as the residents' existing apartments prior to demolition and would be covered by the same restrictions on rent increases as contained in the San Francisco Rent Control Ordinance. Existing residents would not be required to move off site at any point during any phase of the Proposed Project.

The new units not intended for existing residents would be a mix of rental and some for-sale units. A portion of the new units would be provided at below market rate rents and sale prices, in accordance with the applicable Affordable Inclusionary Housing Ordinance, or as set forth in a Development Agreement and the accompanying SUD rezoning for the Proposed Project. With the exception of the rent-controlled apartments

discussed above and these below market rate units, the remaining units would be rented or sold at market rates.

### **Planning Structure**

The existing property is located in the RM-4 (Residential, Mixed Districts, High Density), RM-1 (Residential, Mixed Districts, Low Density), and RH-1(D) (Residential, House Districts, One-Family Detached Dwellings) zoning districts in the San Francisco Planning Code Zoning Map. According to Section 105 of the San Francisco Planning Code, the Project Site is within the 130-D and 40-X height and bulk districts, with the high-rise towers in the 130-D districts and the remainder of the site in the 40-X districts. The existing zoning permits the construction of 10,302 units and with a Planned Unit Development (PUD) for the Project Site could allow up to 11,752 residential units.

The Project is proposing 8,900 homes in the aggregate at full build-out, although current zoning allows the construction of up to 11,752 homes under a PUD. The Project is seeking amendments to the San Francisco Planning Code and the *San Francisco General Plan (General Plan)*. The Planning Code amendments would change the Height and Bulk District Zoning Map and would add a Special Use District (SUD) applicable to the Project Site, which would include an overlay of density and uses within the SUD. A Development Agreement is also being proposed, which would be accompanied by the Parkmerced Design Standards and Guidelines with specific development guidelines. These changes to the Code, Maps and General Plan would allow for more three- and six-story buildings to be constructed on the Project Site than would be possible under current Height and Bulk requirements. They would also allow for a limited number of new mid-rise buildings and towers, but will provide height limits intended to keep all new buildings at or below the existing 13-story towers. There are no proposals to increase the density beyond what is being proposed by the Project.

## **THE PROJECT DETAILS**

### **Neighborhood-Serving Retail, Office and Institutional Uses**

About 310,000 gross square feet of retail and office space would be provided at Parkmerced. This retail and office space would accommodate neighborhood- and service-oriented uses, such as a grocery store, restaurants, dry cleaners, hardware store and banking. This commercial area would be constructed in a centralized neighborhood core along Crespi Drive, between Gonzalez Drive and Juan Bautista Circle and bounded by Font Boulevard and Fuente Drive. Smaller neighborhood-serving retail uses would also be constructed throughout the Project Site, near residential units, so that residents could purchase convenience items close to home. A new 25,000-gsf Pre K-5 school and day care facility would be provided southwest of the Commons area (Juan Bautista Circle) along Bucareli Drive at Gonzalez Drive, and an approximately 64,000-gsf fitness/recreation center with community facilities is proposed to be located in the southernmost portion of the Project Site, just south of Gonzalez Drive. These new uses would provide residents with child care and exercise facilities within Parkmerced.

### **Open Space and Recreation**

The Project would provide open space in a network of publicly accessible neighborhood parks, public plazas and greenways. A series of playgrounds and parks would be provided throughout the development area, adjacent to residential uses. New athletic playing fields for sports, including but not limited to lacrosse, soccer, baseball and softball, would be built. Community gardens, an organic farm, an off-leash dog area and walking and biking paths would be added to serve the residents, neighboring community and adjacent schools. An additional component of the Proposed Project's 68 acres of open space would be provided through a combination of private or semi-private open space areas. Similar to the configuration of existing interior open space courtyards between the townhouse apartments, new courtyards would also be incorporated into the Proposed Project adjacent to new and existing residential buildings. Private open space would also be incorporated into the design of new buildings in the form of landscaped roof decks and balconies.

### **Circulation Plan**

The existing street network on and around the Project Site would be improved although the existing main axial streets and some additional core streets would be retained. New interior streets would be added to create new view corridors and increase sunlight access while working to block the strong westerly winds. Additional access points would be provided around the edges of the property to better integrate the Parkmerced neighborhood with its surroundings and to reduce congestion on surrounding thoroughfares. New sidewalks, bike lanes and streetscape plantings would also be incorporated into the roadway right-of-ways. The street designs have been formulated in close concert with the San Francisco Better Street Program.

### **Bicycle and Pedestrian Plan**

The Proposed Project includes a biking and pedestrian plan intended to encourage the use of bicycling and walking as primary travel modes. Pedestrian and bicycle movement would be facilitated by a comprehensive way-finding program at Parkmerced that would help residents and visitors navigate their way through the internal network of pedestrian and bicycle routes. Secure bicycle parking would be provided within each commercial parking facility, residential garage, or residential building. In addition, on-street bicycle parking racks would be provided at major destinations, and automated bicycle stations at seven locations throughout Parkmerced would have rental bikes and secure bike parking.

### **Parking Plan**

On-street and off-street parking would be provided throughout the proposed development: about 1,680 on-street spaces and 9,450 off-street spaces. Off-street residential parking would be provided at a 1:1 ratio overall, with a much lower ratio of residential parking spaces to residential units in buildings located in and around the commercial and transit districts, to encourage the use of transit and promote the concept of car storage for occasional use. The residential parking would also be "unbundled" from the residences, meaning that parking spaces would be sold or leased separately from the units.

### **Transportation Demand Management**

The goal of the TDM program is to reduce the overall number of per capita car trips and the percentage of single-occupant trips. Program elements would include a low-emissions vehicle shuttle to the Daly City BART station, an LEV shopper shuttle to the nearby Stonestown Galleria and the Westlake Shopping Center, parking management programs, carpool/vanpool services, a full-time transportation coordinator, a real-time transportation website, bicycle paths, pedestrian pathways and a free bicycle rental program for residents. Work-at-home facilities, such as computer and telecommunication centers, intended to reduce the number of commuter trips, would also be included in the proposed residential development. The parking management program is intended to reduce parking demand and improve parking operations. Anticipated parking management elements would include free or discounted parking available for rideshare/vanpool vehicles; market-rate pricing for residential and commercial parking; provision of hubs for carshare vehicles; and the use of high-tech “smart” meters for on-street parking spaces to improve function and enforcement.

## **PROPOSED INFRASTRUCTURE AND UTILITIES**

### **Water**

To reduce the use of potable water on a per-unit basis, the Proposed Project would provide high-efficiency fixtures and appliances in new buildings, and retrofit fixtures in existing buildings. The project is also providing dual piping systems within the buildings to allow for alternative sources of water for non-potable uses such as toilet flushing and eventually laundry facilities. The use of potable water for irrigation is being further reduced through a combination of using native plants and non-potable sources of water. Currently, Parkmerced uses 55million gallons of water a year to irrigate the non-native landscaping that can be reduced through the strategies above to zero potable water consumption for irrigation. The project has submitted a formal request to the SFPUC for recycled water to further facilitate these goals.

### **Stormwater**

Currently, all stormwater runoff at Parkmerced is diverted into local combined sewer/stormwater pipes that flow, by gravity, to the Oceanside Water Pollution Control Plant. The Project would provide an on-site stormwater system to capture and filter stormwater runoff from buildings, streets and other non-permeable surfaces, rather than diverting it to the municipal wastewater system. This system would capture and filter runoff through a series of on-site bioswales, streams, ponds and other natural filtration systems intended to retain, detain and infiltrate conveyed runoff. Most of this stormwater runoff would infiltrate directly into the Upper Westside groundwater basin that feeds Lake Merced; however, approximately 25 percent of the average annual runoff would flow off site from the terminal wetland pond into Lake Merced, after being treated by either an on-site wetland or an underground filtration facility.

### **Electricity and Natural Gas**

Energy-efficient appliances, energy-efficiency lighting, and “smart meters” (energy monitoring devices installed in the home to enable residents to monitor and manage their electricity consumption and utility bills) are proposed for the retained buildings. Heat and hot water would be provided by a centralized generation plant (a “district” energy system) serving all of Parkmerced, rather than by single generation units located

in each building. These district energy systems would likely also produce electricity on-site in a “cogeneration” system. The Project also includes a combination of renewable energy sources, such as wind turbines and photovoltaic cells, to meet a portion of the Proposed Project’s electricity demand. The photovoltaic cells would be installed on up to 50 percent of the roof areas of new buildings, and 51 “Windside” vertical axis wind turbines would be installed along the western perimeter of the site, parallel to Lake Merced Boulevard. The proposed wind turbines would be mounted on poles that would be approximately 100 feet high and spaced roughly 40 feet apart (measured center to center from each pole). The wind turbines would be mounted at the top of each pole, and would measure 9 feet wide by 15 feet in height.

## **PROPOSED SUSTAINABILITY PLAN**

The principal land use goals of the Proposed Project are to a) reduce automobile use by concentrating housing close to employment, increasing the supply of housing, and providing better integrated residential and neighborhood-serving retail and office uses; b) maximize opportunities to use pedestrian and bicycle pathways; c) establish pedestrian-oriented nodes for the location of neighborhood services and amenities, open space and community services; d) implement sustainability features in the site planning and design as well in new buildings, and e) incorporate environmental factors such as sun, shade and wind into the design and housing materials throughout the Project Site. In addition, the Sustainability Plan would provide the framework to:

- Preserve, create and restore ecological diversity through the use of native plant species and the inclusion of habitat areas for local native plants and animals.
- Incorporate water conservation practices, as well as wastewater and stormwater treatment strategies that would collect water in on-site retention basins and stormwater runoff infiltration, reconnecting the site to the Lake Merced watershed.
- Incorporate high-efficiency conservation measures that reduce the per capita water demand and specify the use of non-potable water supplies to meet a portion of non-potable demand. The Sustainability Plan would encourage all plantings to be drought-tolerant species in order to reduce the irrigation demand.
- Incorporate renewable energy sources to help meet a portion of the Proposed Project’s energy demand.
- Incorporate green building technologies, with the goal of obtaining U.S. Green Building Council’s Leadership in Energy and Environmental Design (LEED) gold certification for neighborhood development (ND) or an equivalent standard.

## **E. PROJECT PHASING AND CONSTRUCTION**

Proposed Project construction is anticipated to begin around 2012. The construction duration would be phased over an approximately 20-30 year period, with the completion of development expected to occur in the 2030’s. The proposed development is expected to involve four major phases, as generally follow:

- **Phase 1 (2012-2017):** Phase 1 would begin with construction of 356 new residential units located in low- to mid-rise buildings and towers in western portion of the Project Site. Construction of these new residential buildings could

be accomplished without demolition of any existing residences, and would allow for existing residents to relocate to new units prior to the demolition of their existing units. After these new residences have been constructed, and existing residents have been relocated to new units during the initial Phase 1 period, demolition of 327 existing residential units and construction of 1,855 additional new residential units would occur. These new residential units would be constructed in low- to mid-rise buildings and a tower in the north-central area of the Project Site, as well as in towers and low-rise buildings in the southeasternmost corner of the Project Site. Phase 1 would also include the construction of 45,000-gsf of retail and 26,834-gsf of office space, primarily adjacent to the new proposed social heart in the north-central portion of the property. During this phase, the TDM program would be established and new access points to Lake Merced Boulevard would be constructed.

- **Phase 2 (2018-2023):** Phase 2 would focus on construction activities primarily in the east and northeast portions of the Project Site. Much of the planned retail and office space would be constructed during this phase. Phase 2 would involve the demolition of 486 existing units, construction of 1,570 new residential units, and construction of the majority of the remaining retail and office space. The central collection pond and proposed on-site stormwater system would also be constructed. Phase 2 also includes the Pre K-5 school and day care facility, and the organic farm in the west-central and southern portions of the site. It is anticipated that the Muni M-line would be realigned into the site, the new light rail stations would be constructed, and additional transit-supportive TDM measures would be implemented. These modifications to the Muni light rail line could occur at a later phase, however. Additionally, the existing vehicular access at Chumasero Drive would be reconfigured.

- **Phase 3 (2024-2029):** Phase 3 would focus on construction activities primarily in the west-central and southern portions of the Project Site. During Phase 3, 503 existing residential units would be demolished and 1,962 new residential units would be constructed. This phase would also include construction of the community/recreation center and adjacent athletic playing fields in the southern portion of the Project Site, just north of Brotherhood Way, as well as the remainder of the retail space. In addition, the 51 “Windside” vertical axis wind turbines would be installed along the western perimeter of the site during this phase. This phase would also include the establishment of the new left-turn access into the Project Site from 19th Avenue at Crespi Drive and at Font Boulevard, and the full implementation of the TDM measures

- **Phase 4 (2030-2035):** The final phase, Phase 4, would focus on construction activities primarily in the western half of the Project Site, in addition to new tower construction in the southeast corner of the site. Phase 4 would demolish 222 existing residential units and would construct 1,474 new residential units. A new outdoor recreational area, including picnic and walking paths, would be provided in the southwesternmost corner of the site.

# PARKMERCED

PLANNING COMMISSION INFORMATIONAL PRESENTATION

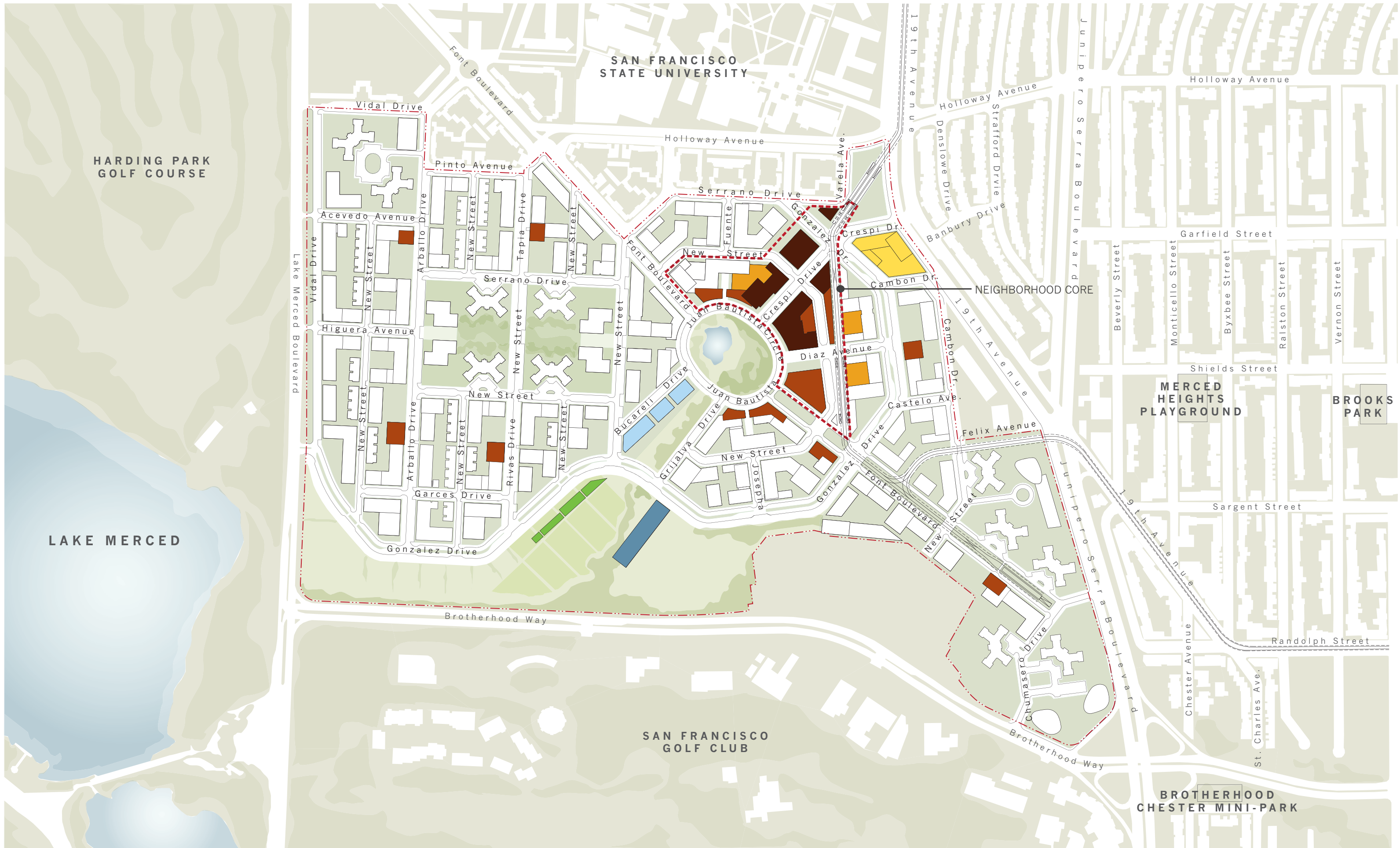
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**SOM**

PARKMERCED INVESTORS LLC







HARDING PARK GOLF COURSE

SAN FRANCISCO STATE UNIVERSITY

NEIGHBORHOOD CORE

MERCED HEIGHTS PLAYGROUND

BROOKS PARK

LAKE MERCED

SAN FRANCISCO GOLF CLUB

BROTHERHOOD CHESTER MINI-PARK



HARDING PARK GOLF COURSE

SAN FRANCISCO STATE UNIVERSITY

LAKE MERCED

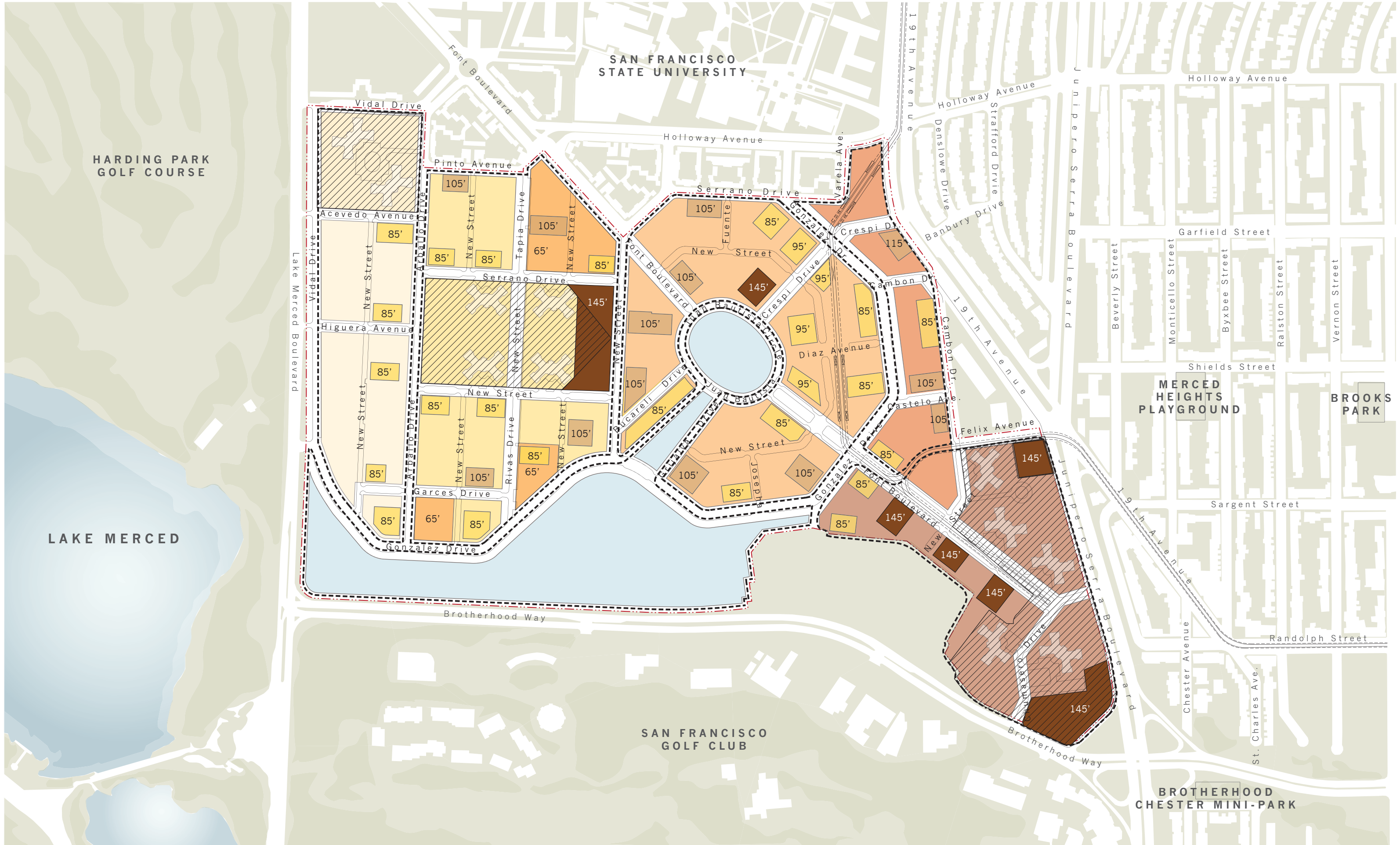
MERCED HEIGHTS PLAYGROUND

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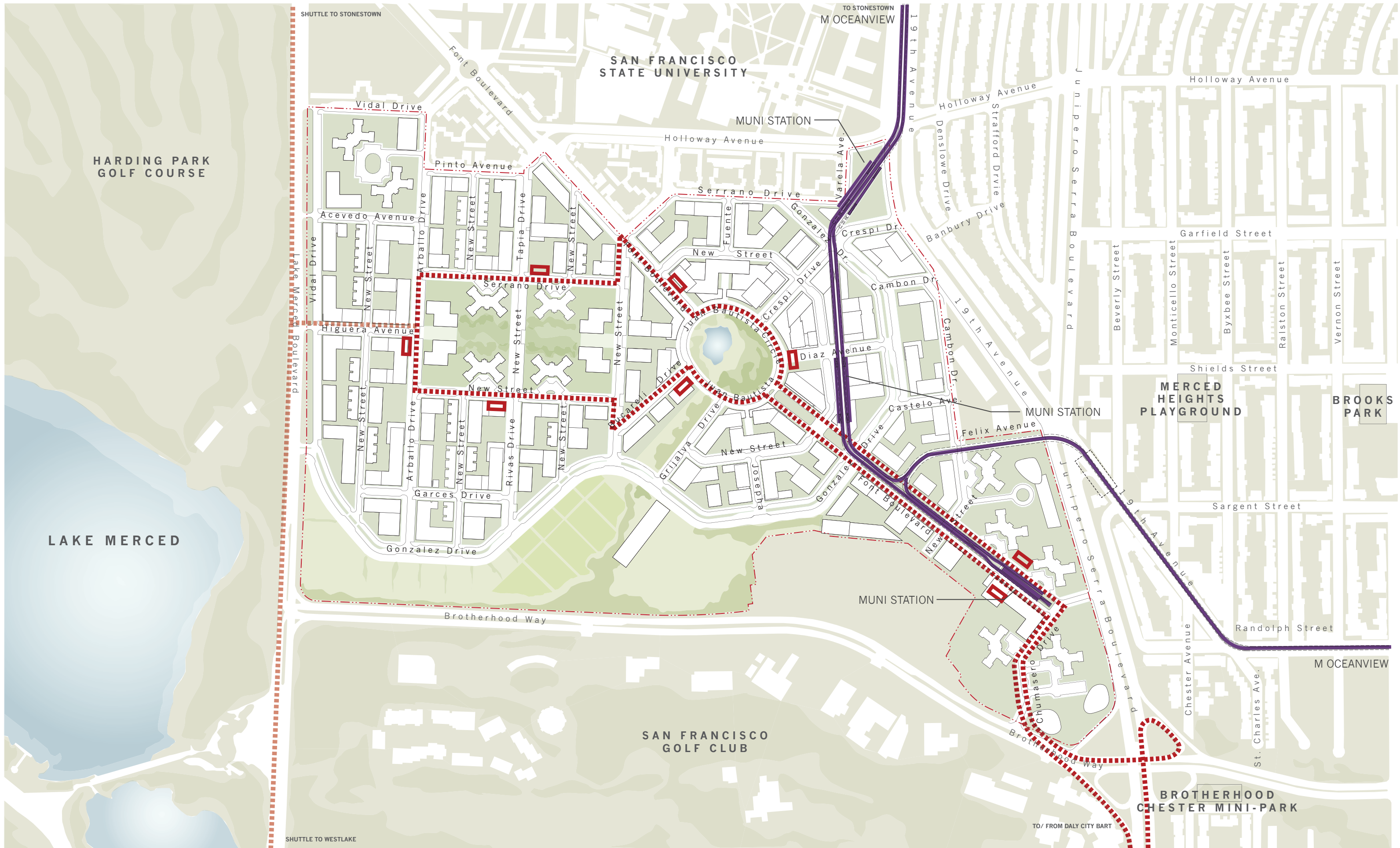
MERCED HEIGHTS PLAYGROUND

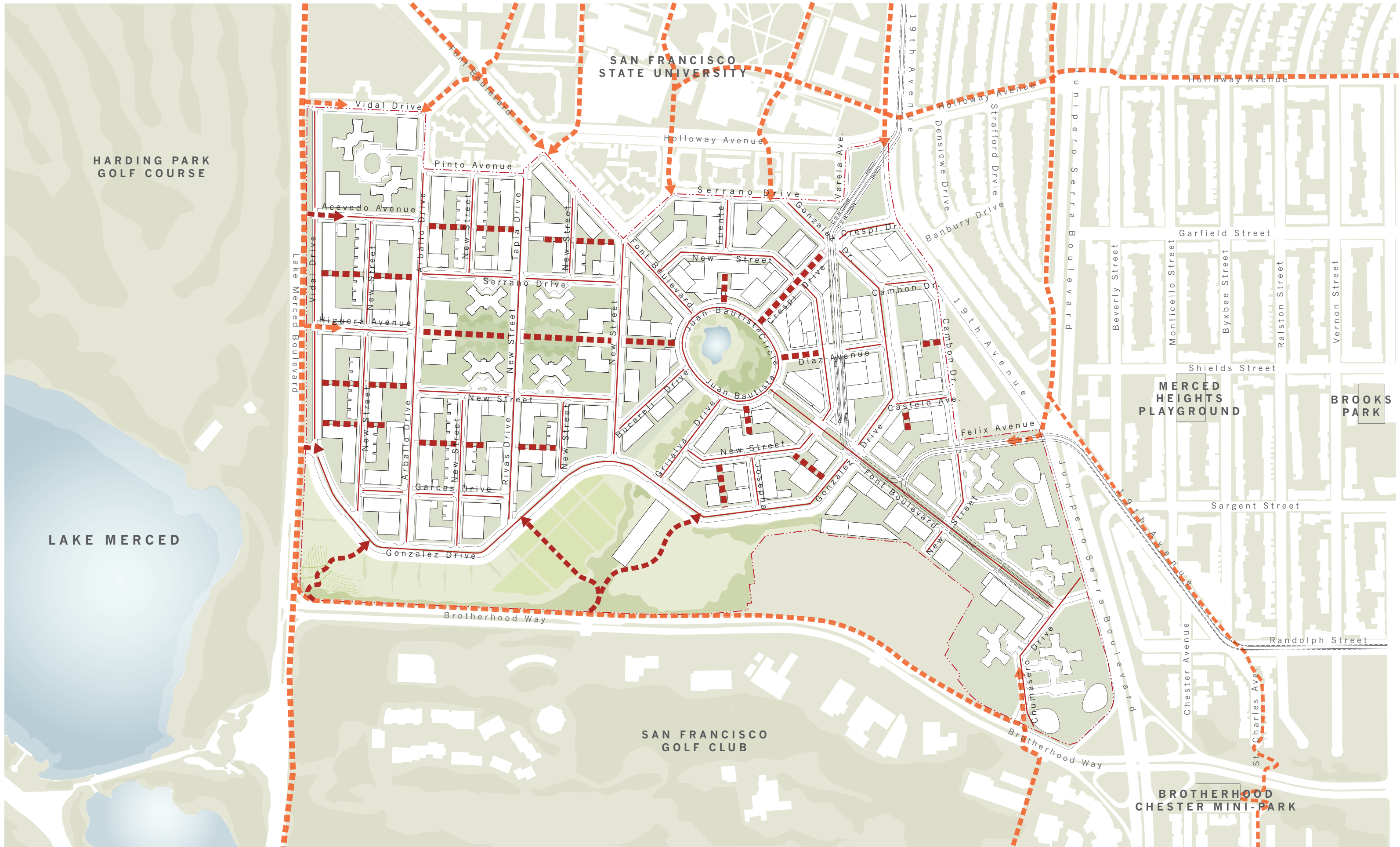
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BROTHERHOOD CHESTER MINI-PARK

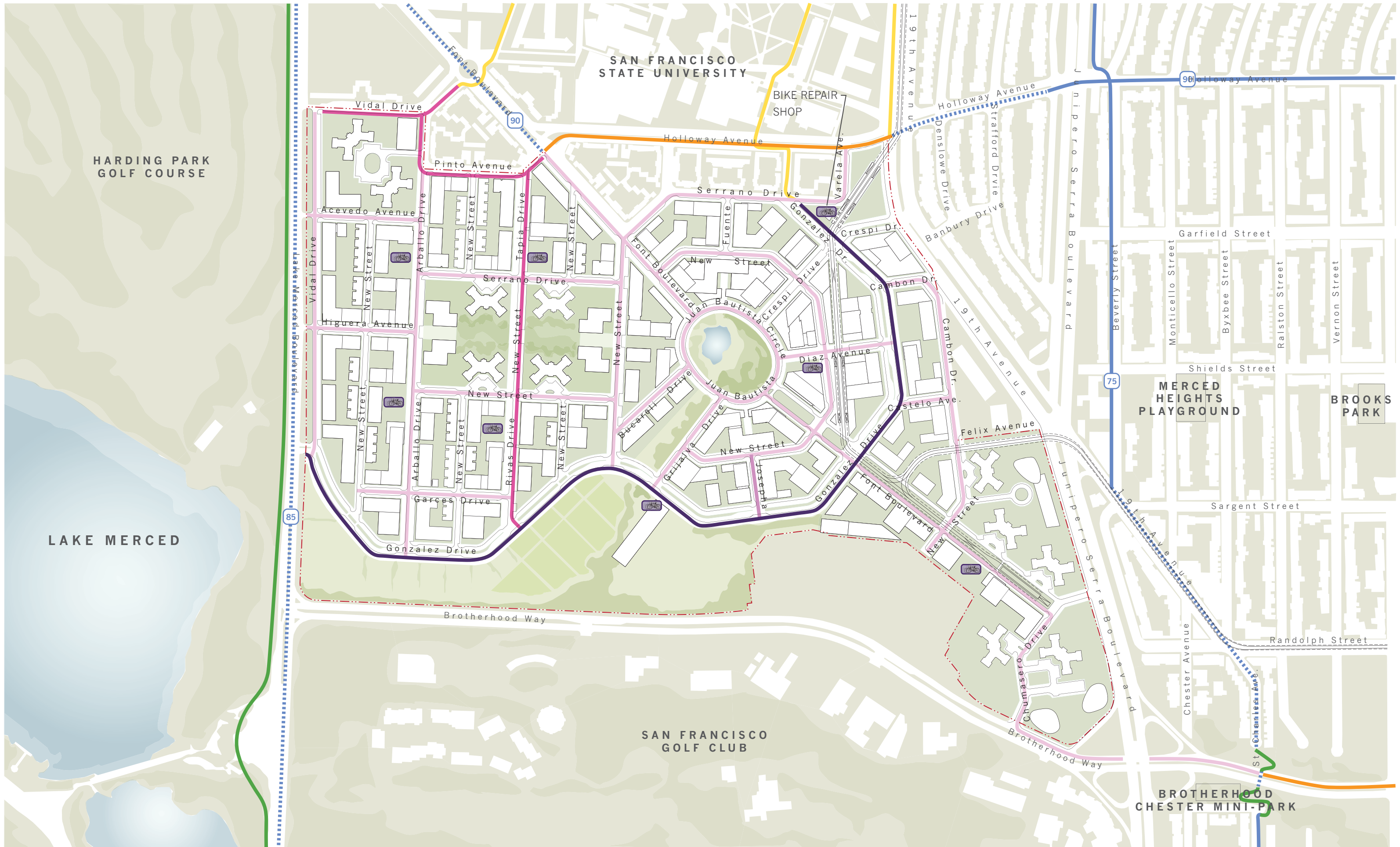






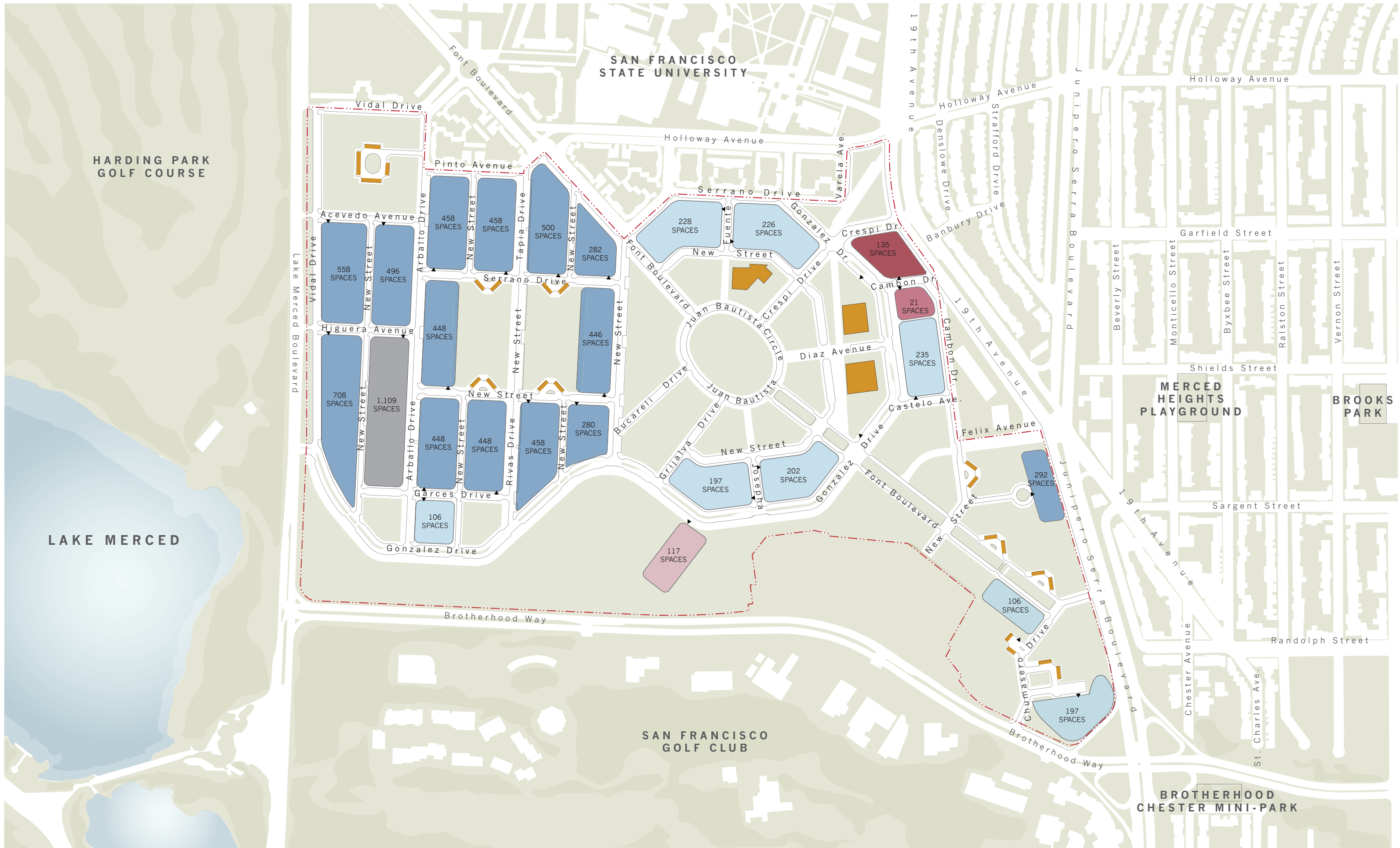


























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LAKE MERCED

SAN FRANCISCO GOLF CLUB

MERCED HEIGHTS PLAYGROUND

BROOKS PARK


BROTHERHOOD CHESTER MINI-PARK

**EXCERPTED PAGES FROM**

**parkmerced**  
design standards + guidelines 04.29.10

**DRAFT**





\* Proposed topics to be covered in draft design standards + guidelines document

parkmerced vision plan  
design standards  
+ guidelines \*

- 01 Neighborhood Controls**
  - Land Use
  - Development Blocks + Easements
- 02 Public Realm**
  - Sustainable Landscape
  - Open Space
  - Streets
  - Existing Trees
  - Materials + Site Furnishings
  - Lighting
- 03 Building Design**
  - Sustainability
  - Massing Controls
  - Building Base
  - Facade
  - Building Top
  - Color, Materials + Signage
  - Lighting
- 04 Parking + Loading**
  - Bike Parking + Car Sharing
  - Parking
  - Loading + Servicing
- 05 Implementation**
  - Appendix**
    - Block Matrix
    - Block Plans
    - Definition of Terms

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## 02.06 streets -gonzalez drive

### KEY PLAN



Gonzales Drive is a grand, iconic boulevard that connects the east and west ends of the neighborhood. With a large bioswale in a median, 3 to 4 rows of street trees and a dedicated bike path, Gonzales Drive links residents to various neighborhood amenities, such as the transit plaza, Crespi Drive which is the neighborhood social and commercial center, playing fields, the stream corridor, organic farm and Lake Merced and neighboring communities. Generously sized sidewalks, corners and bulbouts provide opportunities for additional seating, kiosk, signage, planting or public art. It is the The allees should look as unified and consistent, however due to different size planting spaces allotted and different soil saturation levels, selection of trees for all 4 rows is divided into 3 categories each with a different spacing and different species. 3 categories are 1. Urban edge, 2. Park edge and 3. Bioswale median shown in Fig.02.06.B Gonzalez Drive typical section. Understory planting and bioswale planting are intended to have a natural and informal character. Planted with woody shrubs, a large bio-swale along Gonzales Drive and will collect and convey the surface runoff that will eventually merge with the stream at Belvedere garden at the west end of the stream corridor.

### Standards

- 02.06.01 Sidewalk and right of way and planting zone dimensions for Gonzalez Drive shall be per figures indicated in Fig. 02.06.B Gonzalez Drive typical section.
- 02.06.02 Bioswale and pervious pavement described in the Infrastructure Plan shall be incorporated into the design of Gonzalez Drive. Outlets and inlets of the bioswale must interconnect to each other and connect to the stream at the stream corridor. The bioswale must be fully functional as a whole entity per the Infrastructural Plan.
- 02.06.03 Street trees shall be consistent in size, height and canopy form. Additional tree selection not

listed in the section must follow the street trees characteristics in the street tree descriptions, Fig.02.05.A.

- 02.06.04 Street trees at the bioswale median shall tolerate the saturated soil described in the Infrastructure Plan.
- 02.06.05 Tree spacing shall be regular and consistent with a parking stall layout at Urban Edge. Each tree shall be placed where each parking stall demarcation occurs as shown in the Gonzalez Drive illustrative plan Fig.02.06.A. At Park edge and Bioswale median, trees shall be spaced at 30' o.c. and they should be aligned with each other where possible.
- 02.06.06 Sidewalk paving material, finish and color shall be consistent at all locations.

### Design Guidelines

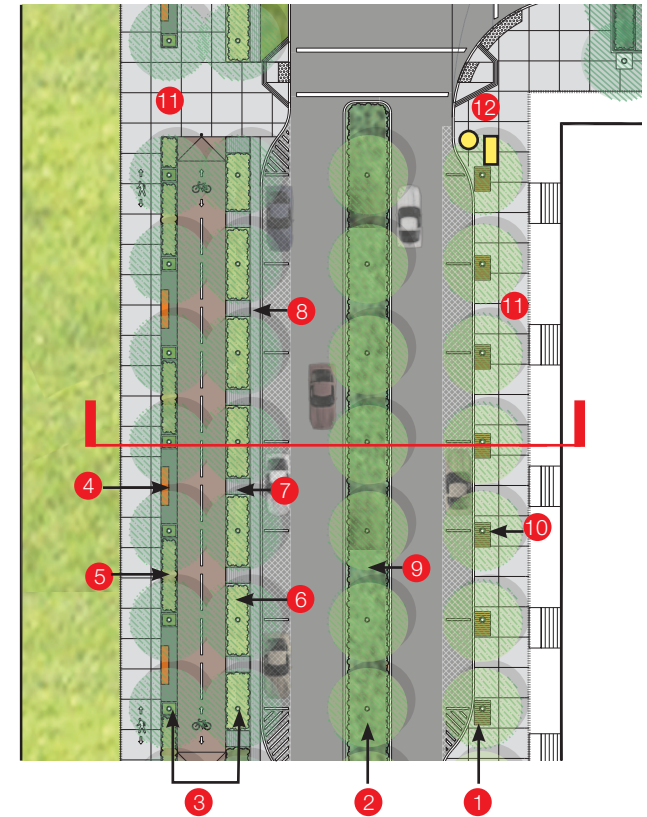
- 02.06.07 Street trees in categories, Urban edge and Park edge shall be used along all built edges of Gonzalez Drive. Proposed street tree alternatives are listed in Fig.02.06.C –proposed trees.

**1. Urban Edge:** Planted in a minimum 4'x4' tree well, trees in this category should tolerate various urban conditions such as heavy foot traffic and should not have aggressive roots. Once chosen, only one tree species should be used in the entire duration of the row so as to keep a consistent horticultural theme.

**2. Park Edge:** Each row of trees is planted in a continuous and generously sized planting zone, trees in this category should provide a large canopy to park edges. Once chosen, only one or two tree species should be used in the entire duration of each row so as to keep a consistent horticultural theme.

**3. Bioswale Median:** Planted in a continuous and generously sized planting zone, trees in this category should provide a large canopy and be consistent with the park edge trees.

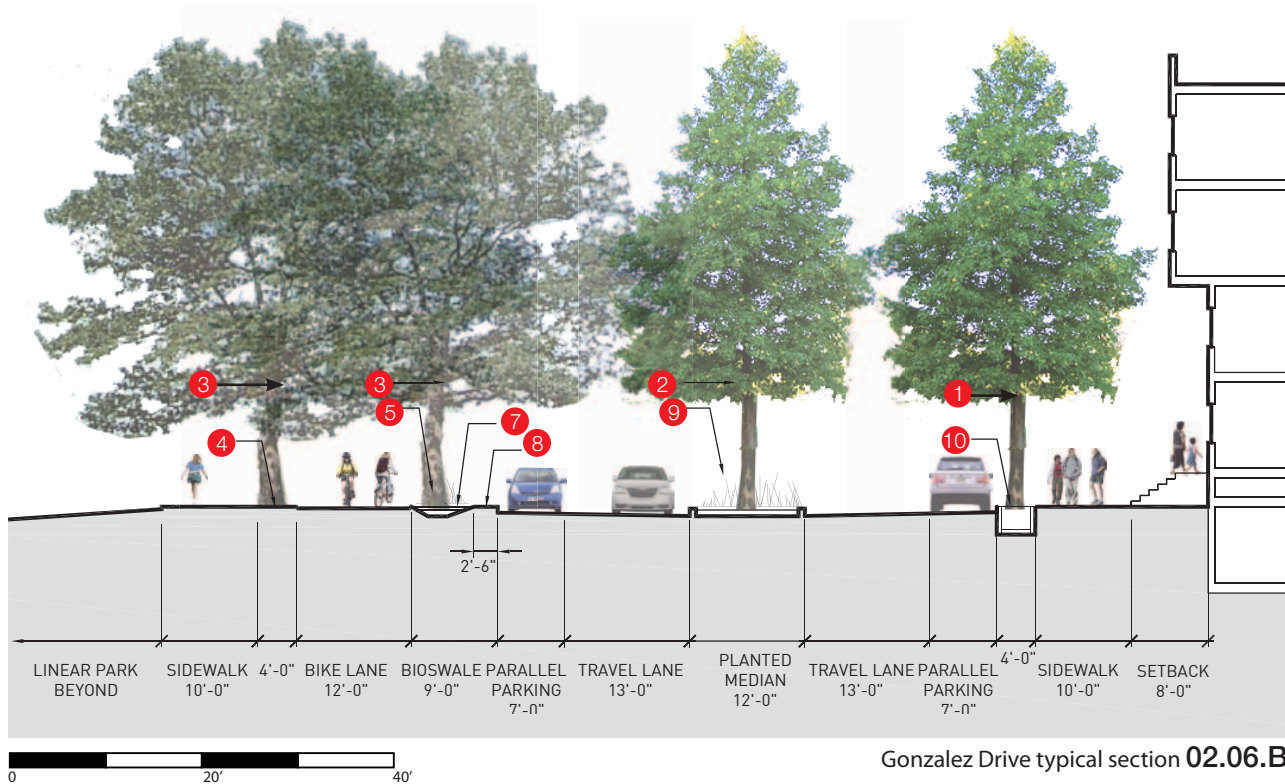
Gonzalez Drive illustrative plan 02.06.A



Once chosen, only one or two tree species should be used in the entire duration of each row so as to keep a consistent horticultural theme.

- 02.06.08 Proposed understory planting alternatives are listed in Fig.02.06.C –proposed shrubs and groundcovers. Alternative species not listed should be selected by a licensed horticulturalist and should be compatible with soil saturation levels. be used so as to keep a consistent horticultural theme.





Gonzalez Drive typical section 02.06.B

02.06.09 Alternative sidewalk paving is encouraged and should include a pigmented concrete matching dark gray -pantone color #455 with sandblasted finish and saw-cut joints. Once chosen, sidewalk material should be consistent throughout.

02.06.10 Seating areas should be provided along the Park edge between every other street tree spacing as illustrated in Gonzalez Drive illustrative plan Fig.02.06.A.

02.06.11 Corners and bulbouts are encouraged to have a seating area, additional planting, kiosk, signage, public art and other public amenities. They should keep an unobstructed throughway to be maintained.

### Gonzalez Drive Design Features

1. street tree type -urban edge
2. street tree type -bioswale median
3. street tree type -park edge
4. 4' wide seating zone
5. 4' wide planted median
6. 6'-6" wide planted median
7. perforated pedestrian bridge -min. 6" but preferably 12" clearance from the bottom of swale to ensure the flow.
8. 2'-6" wide paved pedestrian zone along parking
9. 12' side bioswale planting
10. 4'x4' tree well
11. concrete sidewalk
12. bulbout opportunities

## 02.06.C Proposed Trees \* California native

Species / Common name

### Urban Edge



Platanus acerfolia 'Columbia'

Pyrus calleryana 'Holford'

Tristania conferta/ Brisbane Box

### Park Edge



Liquidamber styraciflua / American Sweet Gum

Platanus racemosa / California Sycamore \*

Platanus acerfolia 'Columbia'

## Proposed Shrubs and Ground Covers \* California native

Species / Common name

### Biofiltering plants



Carex Divulsa

Cornus Sericea/ Hedgerow Gold

Cornus Sericea Flaviramea/ Yellow Twig Dogwood



Juncus Carmans Japanese

Sisyrinchium Bellum Grass\*

Sisyrinchium californicum

### Planted median



Carex Divulsa

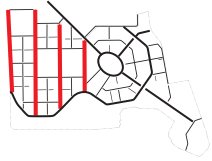
Calamagrostis x acutiflora 'Karl Foerster' / Feather Reed Grass

Dietes bicolor/ Fortnight Lily

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# 02.07 streets- hedgerow street

## KEY PLAN



The Hedgerow streets, lined with tall trees on the west side, run the north-south direction to block the salt-laden western wind. On the west side of the street, a continuous and generously sized bioswale collects, conveys and cleans the surface runoff. Hedgerow street bioswale also collects some excess water from neighborhood collection points such as neighborhood commons. A tall alley of wind-blocking trees, planted in the bioswale, should be visually prominent indicating the north-south direction of the entire neighborhood. East side trees are planted in the confinement of tree wells in narrow sidewalks and parking median. They are compact and suitable for the urban conditions.

## Standards

- 02.07.01 Sidewalk and right of way and planting zone dimensions for Hedgerow street shall be per figures indicated in Fig. 02.07.B Hedgerow street typical section.
- 02.07.02 Bioswale and pervious pavement described in the Infrastructure Plan shall be incorporated into the design of Hedgerow street. Outlets and inlets of the bioswale must interconnect. The bioswale must be fully functional as a whole entity per the Infrastructural Plan.
- 02.07.03 Street trees shall be consistent in size, height and canopy form. Additional tree selection not listed in the section must follow the street trees characteristics in the street tree descriptions, Fig.02.05.A.
- 02.07.04 Street trees at the bioswale median shall tolerate the saturated soil described in the Infrastructure Plan.
- 02.07.05 On the west side, wind blocking trees shall be spaced at 30' o.c. On the east side, tree spacing shall be regular and consistent with a parking stall layout on the east side. Each tree shall be placed where each parking stall demarcation occurs as shown in Fig.02.07.A.

02.07.06 Sidewalk paving material, finish and color shall be consistent at all locations.

## Design Guidelines

02.07.07 Street trees on both sides shall be used along all built edges of Hedgerow street. Proposed street tree alternatives are listed in Fig.02.07.C –proposed trees.

**1. West Side:** Planted in a continuous and generously sized planting zone, trees in this category should provide a tall, upright and consistent windblocking hedgerow. Hedgerow trees could reach 50 -60' high at their mature form. They should tolerate wind, fog and saturated soils. Once chosen, only one or two tree species should be used in the entire duration of the hedgerow so as to keep a consistent horticultural theme.

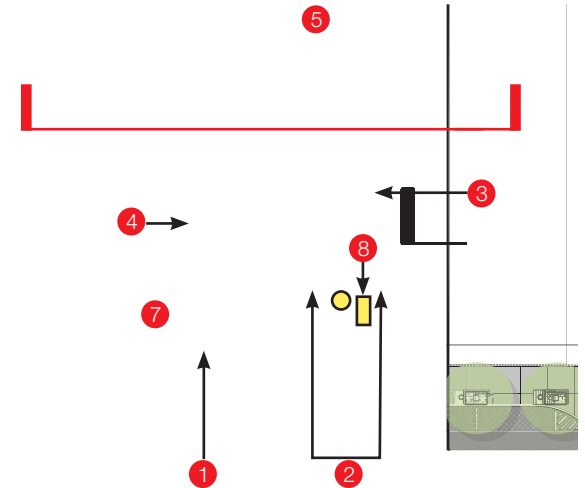
**2. East Side:** Planted in a minimum 4'x4' tree well, trees in this category should tolerate various urban conditions such as heavy foot traffic and should not have aggressive roots. Once chosen, only one or two tree species should be used in the entire duration of the row so as to keep a consistent horticultural theme.

02.07.08 Proposed understory planting alternatives are listed in Fig. 02.07.C –proposed shrubs and groundcovers. Alternative species not listed should be selected by a licensed horticulturalist and should be compatible with soil saturation levels.

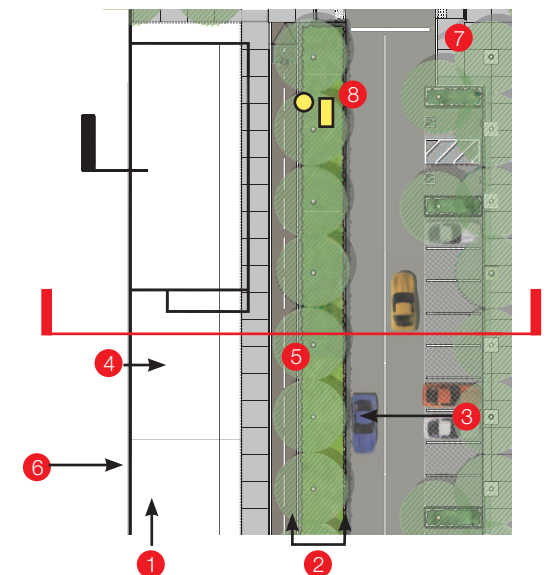
02.07.09 Ornamental grass or similar look are encouraged for bioswale planting. They should be at 12" tall at the sidewalk edge in order to discourage the public from entering the bioswale.

02.07.10 Alternative sidewalk paving is encouraged and should include a pigmented concrete matching dark gray -pantone color #455 with sandblasted finish and saw-cut joints. Once chosen, sidewalk material should be consistent throughout.

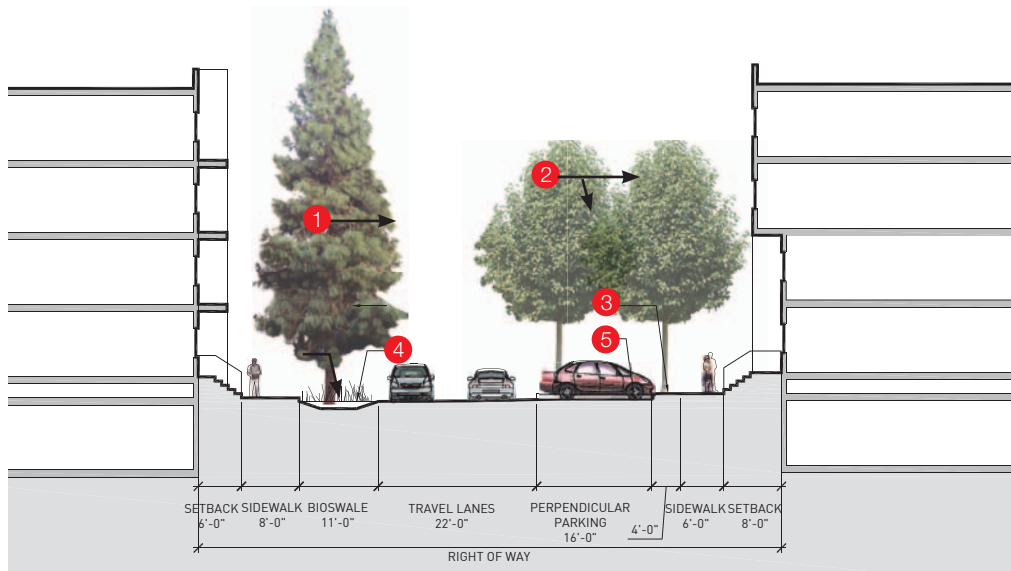
Hedgerow Street typical plan illustrative plan 02.07.A



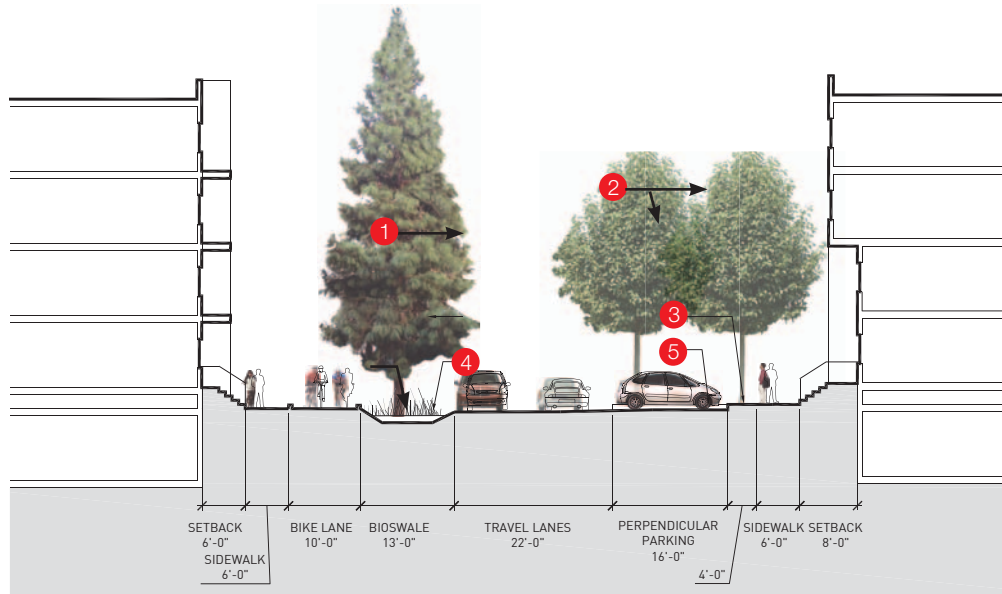
Hedgerow Street with Bike lane illustrative plan 02.07.A'







Hedgerow Street typical section 02.07.B



Hedgerow Street with bike lane typical section 02.07.B'

**Hedgerow Street Design Features**

1. street tree type -hedgerow
2. street tree type -east side
3. 4' x 4' planted tree well
4. 11' wide bioswale planting
5. permeable paving
6. bike lane
7. concrete sidewalk
8. bulbout opportunities

02.07.11 Seating areas should be provided along neighborhood commons.

02.07.12 Corners and bulbouts are encouraged to have additional seating area, planting, small public art and other public amenities. They should keep an unobstructed throughway to be maintained.

**02.07.C Proposed Trees** \* California native

Species / Common name

Wind blocking side



Alnus glutinosa/ Black Alder



Alnus rubra/ Red Alder \*



Pinus canariensis/ Canary Island Pine

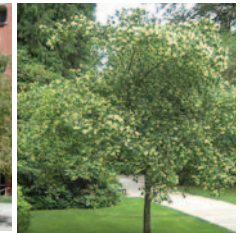
Parking side



Arbutus marina / Strawberry Tree \*



Callistemon viminalis / Weeping Bottlebrush



Crataegus lavalleyi / English Hawthorn

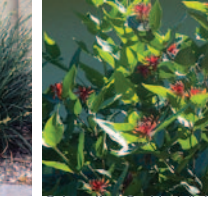
**Proposed Shrubs and Ground Covers** \* California native

Species / Common name

Biofiltering plants



Carex Divulsa



Calycanthus Occidentalis / Western Spicebush



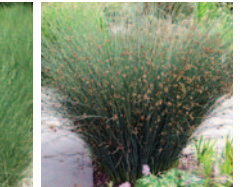
Cornus Sericea Flaviramea / Yellow Twig Dogwood



Cornus Sericea/ Hedgerow Gold



Juncus Carmans Japanese



Juncus Patens\*



Restio Tetraphyllus



Sisyrinchium Bellum Grass\*

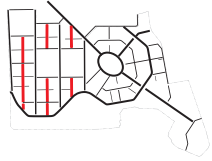


Sisyrinchium californicum\*

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# 02.09 streets -alley way

## KEY PLAN



The Alley Ways are low-speed shared streets, modeled on the Woonerf style streets and link the north-south ends on the neighborhood, working secondary to the Hedgerow Street. Primarily pedestrian, with limited vehicle access, these intimately residential scaled streets should have protruding planted median at all crossings that are planted with Paseo trees (02.12) in order to slow down the traffic by rhythmically breaking the otherwise consistent street alignment. The Alley Ways have no curbs and instead, have a consistent permeable pavement throughout roadway and sidewalks that are pitched max. 2% towards a biogutter on the west side to catch excess storm water runoff. The gutters are planted in order to avoid either the harsh look of continuous metal grate covers or open gutters where pedestrians' safety are undermined. Biogutters also cleans the runoff water and provides a strip of lush green accent along the adjacent sidewalk which safely separates pedestrians from vehicular traffic.

## Standards

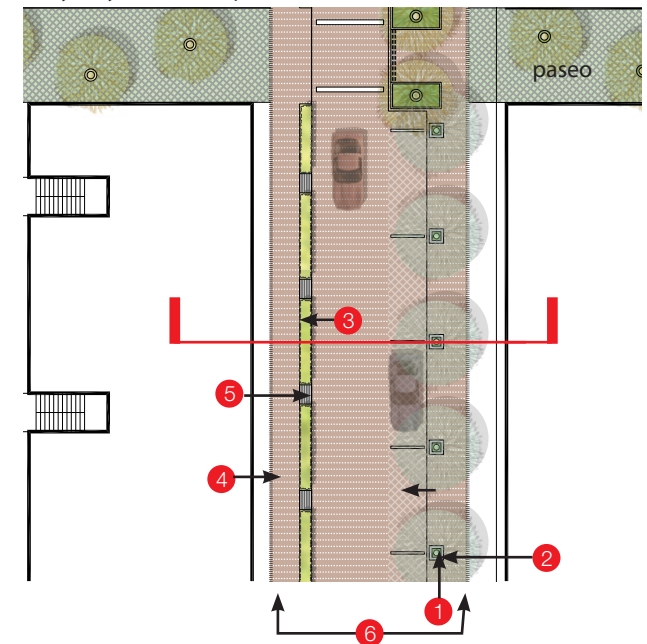
- 02.09.01 Sidewalk and right of way and planting zone dimensions for Alley Way shall be per figures indicated in **Fig. 02.09.B** Alley Way street typical section.
- 02.09.02 The biogutter and pervious pavement described in the Infrastructure Plan shall be incorporated into the design of Alley Way. Bio-gutters shall be sized accordingly to compliant with the Infrastructure Plan. Bio-gutter should have perforated or other semi-open surface including planting to ensure that the excess storm water will be collected and drained into them. Outlets and inlets of biogutters must interconnect and must be fully functional as a whole entity per the Infrastructural Plan.
- 02.09.03 There must be a 6" curb along the property line shown in **Fig. 02.09.B** in order to prevent flooding buildings when bio-gutters reach their maximum capacity.

- 02.09.04 Street trees shall be consistent in size, height and canopy form. Additional tree selection not listed in the section must follow the street trees characteristics in the street tree descriptions, **Fig.02.05.A**.
- 02.09.05 Tree spacing shall be regular and consistent with a parking stall layout on the east side. Each tree shall be placed where each parking stall demarcation occurs as shown in the Alley Way illustrative plan **Fig.02.09.A**.
- 02.09.06 Paving material, finish and color shall be consistent at the entire width of the street. Alley Way shall have a pervious paving material in compliant with the Infrastructure Plan.
- 02.09.07 Pedestrian crossings at mid street shall have protruding planted median with tree species described in Paseo section 02.12 at both sides illustrated in the Alley Way illustrative plan **Fig.02.09.A**.

## Design Guidelines

- 02.09.08 Street trees shall be used along all built edges of Alley Way. Proposed street tree alternatives are listed in Fig.02.09.C –proposed trees.Planted in a minimum 4'x4' tree well, trees in this category should be small to medium sized and should have a transparent and narrow canopy to let ample sun light in the residential neighborhood while providing seasonal colors and horticultural interests. Trees should be consistent and look unified with average height around 20 -25'. However, mixing up to 5 different species with diverse colors and textures are encouraged to give informal feel and localized interests to the street within the limit of street tree consistency guideline (02.04.02-03).
- 02.09.09 Proposed understory planting alternatives are listed in **Fig. 02.09.C** –proposed shrubs and groundcovers. Alternative species not listed

Alley Way illustrative plan **02.09.A**



- should be selected by a licensed horticulturalist.
- 02.09.10 Tree wells are encouraged to have understory planting.
- 02.09.11 Bio-gutter should have filtration medium and planting soil and should be planted with tall grassy water loving plants that grow through ADA grate covers, listed in proposed biofiltering planting alternatives, **Fig. 02.09.C**.
- 02.09.12 ADA and title 24 compliant metal grate covers or equivalent are encouraged to be used at the entire length of bio-gutter.
- 02.09.13 Pedestrian bridges over bio-gutter should be located at every entry point to buildings.
- 02.09.14 Alternative pervious paving is encouraged and should include enhanced concrete paving, unit pavers and stone.



**02.09.C**  
**Proposed Trees** \* California native

Species / Common name



Acer negundo 'Sensation'



Arbutus marina / Strawberry Tree



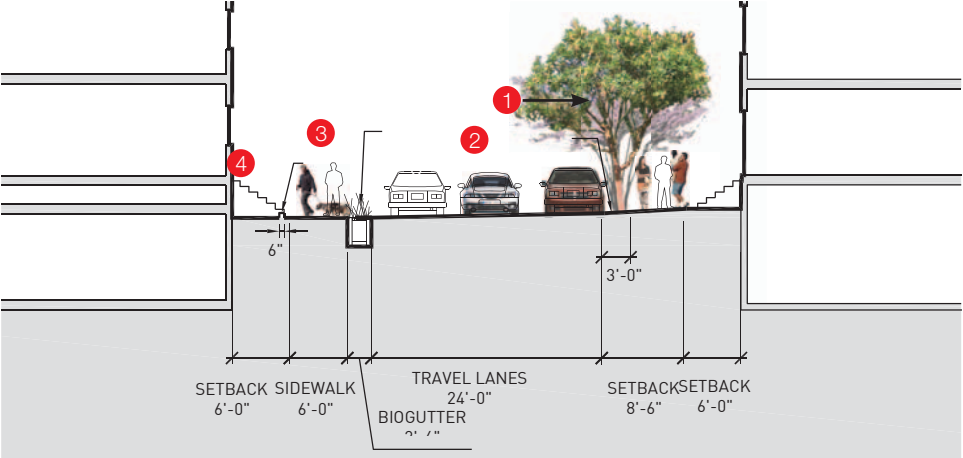
Cercis Canadensis / Canadian Redbud



Melaleuca ericifolia / Swamp Paperbark

**Alley Way Design Features**

1. street tree
2. 3' wide min. permeable paver material or planting over tree well.
3. 2'-6" wide continuous bio-gutter with metal grate and biofiltering plants.
4. 6" wide continuous curb for flood protection
5. perforated metal grate pedestrian bridge
6. continuous and consistent paving material and patterns.



Alley Way typical section **02.09.B**



**Proposed Shrubs and Ground Covers**

Species / Common name

**Biofiltering plants for bio-gutter**

\* California native



Carex Divulsa



Juncus Patens\*



Juncus Carmans Japanese



Rostio Tetraphyllus



Sisyrinchium Bellum Grass\*



Sisyrinchium californicum\*

## 02.11 streets -crespi drive

### KEY PLAN



The only designated commercial street of the neighborhood, Crespi Drive is a low-speed shared street. It runs in a north east direction off Juan Bautista circle, close to the transit plaza and the 19th avenue. Robust commercial and social activities, including outdoor dining on Crespi Drive are brought by generous sidewalks. Crespi Drive will have a consistent pavement from sidewalk to sidewalk. The curbless roadway, biogutters buffers, excitingly patterned pavement and other pedestrian enhancements will slow automotive traffic and make this boulevard an enjoyable place for pedestrians. The functions of biogutters follow the description in Alley Way section (02.09). Crespi Drive street tree planting should look identical and consistent with the formal aesthetics of the Boulevard (02.10).

### Standards

- 02.11.01 Sidewalk and right of way and planting zone dimensions for Crespi Drive shall be per figures indicated in Fig. 02.11.B Crespi Drive typical section.
- 02.11.02 The biogutter and pervious pavement described in the Infrastructure Plan shall be incorporated into the design of Crespi Drive. Outlets and inlets of biogutters must interconnect and must be fully functional as a whole entity per the Infrastructural Plan.
- 02.11.03 Street trees shall be consistent in size, height and canopy form. Additional tree selection not listed in the section must follow the street trees characteristics in the street tree descriptions, Fig.02.05.A.
- 02.11.04 Tree spacing for all street tree well trees shall be regular and consistent with a parking stall layout. Each tree shall be placed where each parking stall demarcation occurs as shown in the Crespi Drive illustrative plan Fig.02.11.A.

02.11.05 Paving material, finish and color shall be consistent at the entire width of the street.

02.11.06 Pedestrian crossing bridges over a biogutters shall be located at regular intervals and at every building entries. They shall not obstruct the water flow at biogutters.

### Design Guidelines

02.11.07 Street trees shall be used along all built edges of Crespi Drive. Proposed street tree alternatives are listed in Fig.02.11.C –proposed trees. Trees selected here should have a wide horizontal spread and should be 50 -60' tall at their mature form. Planted in a minimum 4'x4' tree well, trees should tolerate various urban conditions such as a confined heavy foot traffic. Trees should be large with a generous canopy and have a formal and unified look as continuous allees. Once chosen, only one tree species should be used in the entire duration of the row so as to keep a consistent horticultural theme.

02.11.08 Proposed understory planting alternatives are listed in Fig. 02.11.C –proposed shrubs and groundcovers. Alternative species not listed should be selected by a licensed horticulturalist.

02.11.09 Tree wells are encouraged to have understory planting.

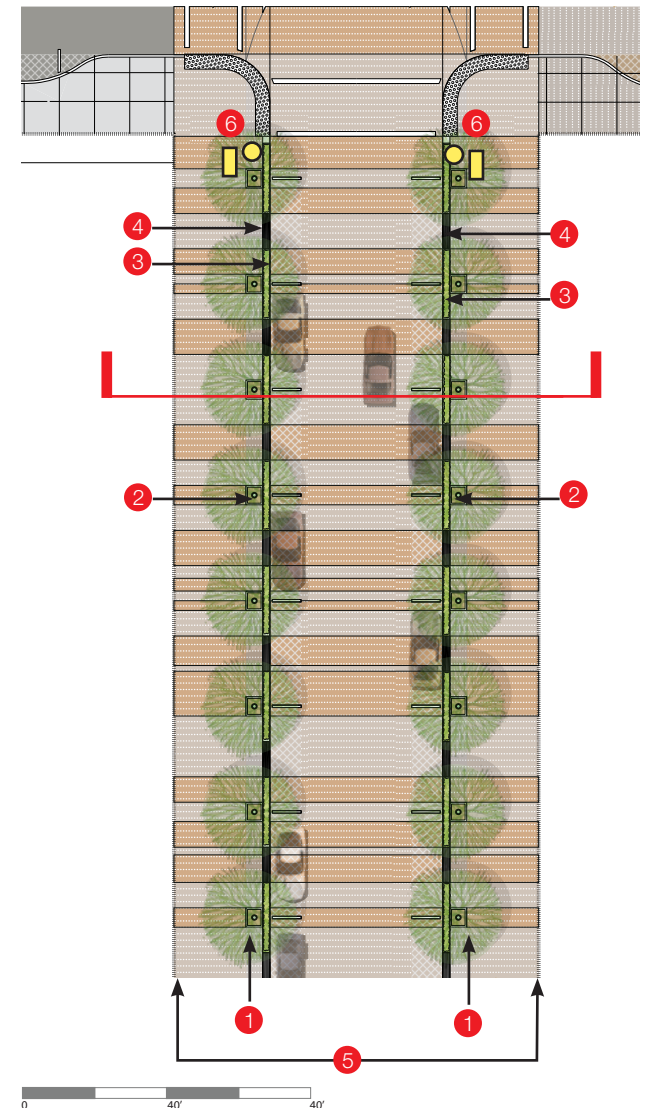
02.11.10 Bio-gutter should have filtration medium and planting soil and should be planted with tall grassy water loving plants that grow through ADA grate covers, listed in proposed biofiltering planting alternatives, Fig. 02.11.C.

02.11.11 ADA and title 24 compliant metal grate covers or equivalent are encouraged to be used at the entire length of bio-gutter.

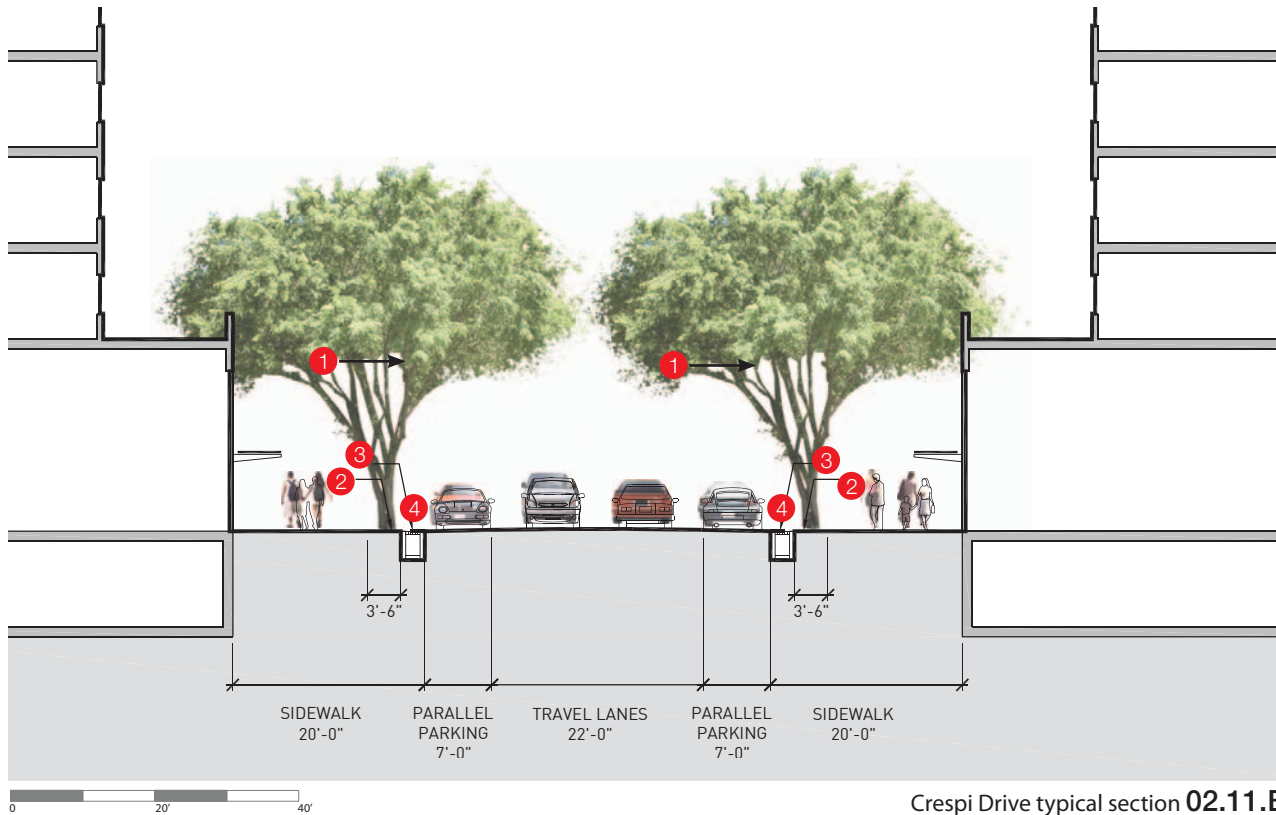
02.11.12 Seating areas should be provided at regular intervals as illustrated in Crespi Drive illustrative plan Fig.02.11.A.

02.11.13 Alternative paving is encouraged and should include enhanced concrete paving, unit pavers and stone. Irregular paving patterns are encouraged for calming the traffic.

Crespi Drive illustrative plan 02.11.A







Crespi Drive typical section 02.11.B

**Crespi Drive Design Features**

1. street tree type -urban edge
2. 3'-6" wide planted tree well
3. bio-gutter
4. perforated metal grate pedestrian bridge
5. consistent paving materials and irregular striped patterns to slow down traffic.
6. corner opportunities

**02.11.C Proposed Trees** \* California native

Species / Common name



Fraxinus Americana 'Autumn Purple' / Autumn Purple White Ash



Quercus Virginiana/ Southern Live Oak



Tristanea conferta/ Brisbane Box



Ulmus parvifolia 'Allee' / Allee Chinese Elm



Ulmus parvifolia 'Dynasty' / Chinese Elm



Ulmus X 'Frontier' / Frontier Elm

\*\*All produce vigorous shallow roots

**Proposed Shrubs and Ground Covers** \* California native

Species / Common name

**Bio-gutter**



Carex Flacca/ Blue Sedge



Juncus patens/ Wire Grass



Sesleria autumnalis/ Autumn Moor Grass

## 03.03 building controls - setback

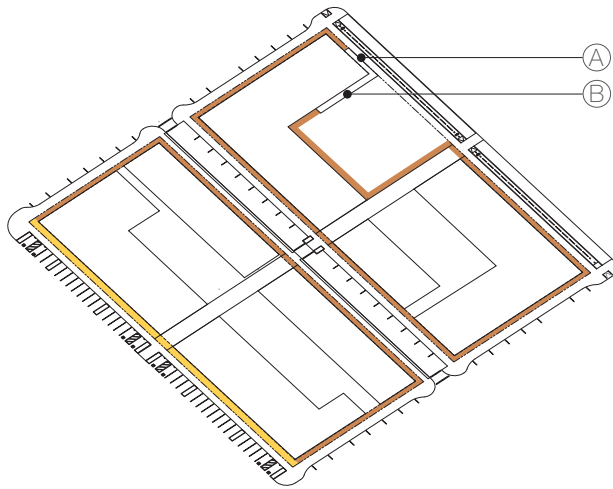


Figure 03.03.A: Setbacks

- Ⓐ Setback Zone
- Ⓑ Commercial Projection

Setbacks have been established to provide a comfortable buffer between the street and the interior of ground floor residences. Intended as a transition zone, the design of setback zones is meant to encourage people to occupy and enliven them and help define the physical and social character of the adjacent public realm. Residential setbacks are intended to include stairs, stoops, private gardens and patios that will foster use and thus social interaction among neighbors. Non-residential setbacks are encouraged to incorporate terraces, retail stands, outdoor seating and dining areas that will help activate the edge of the public realm.






### Standards

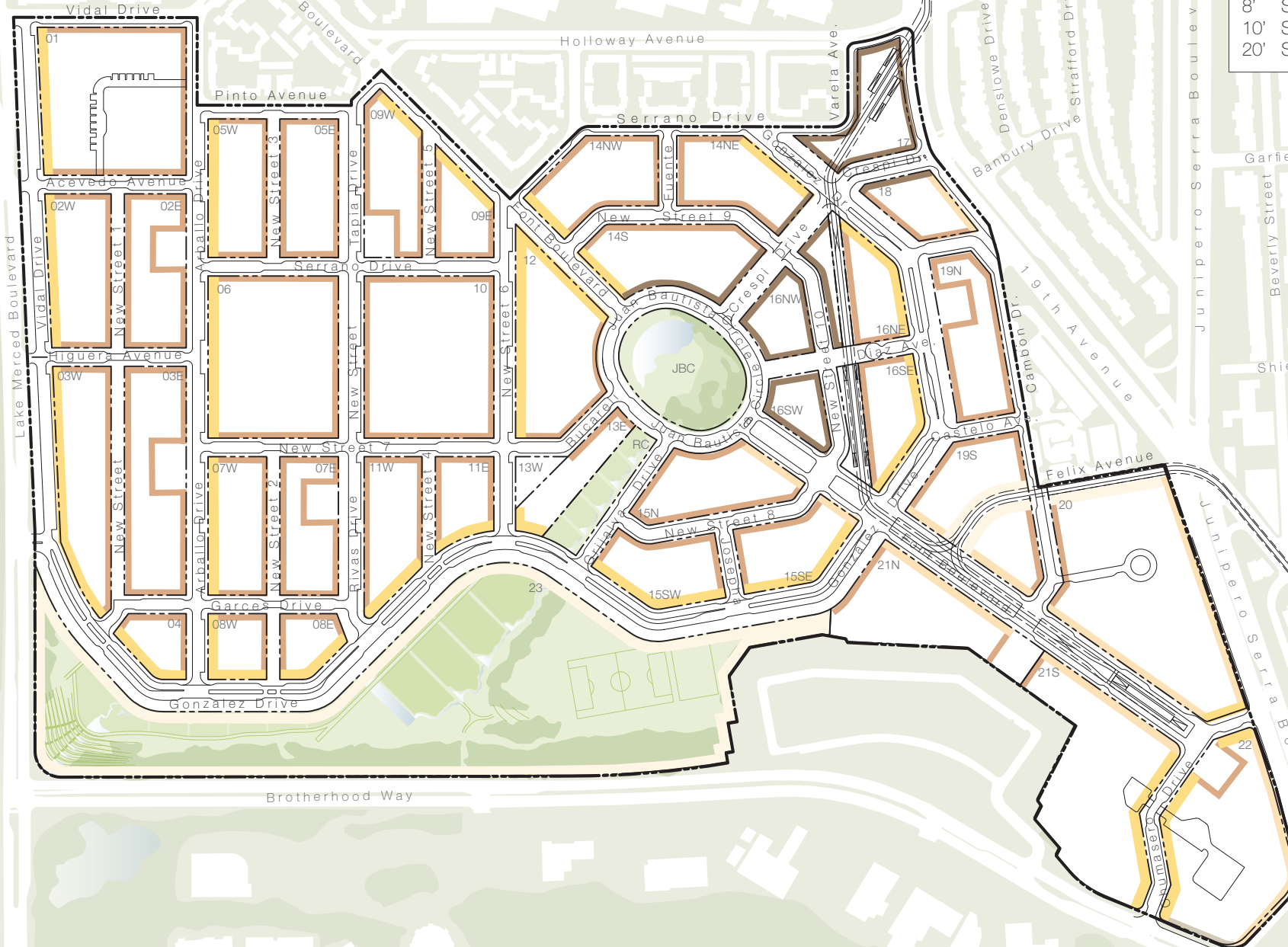
- 03.03.01 Setback Plan** The development of every parcel shall adhere to the required setbacks illustrated on the Setback Plan (Fig. 03.03.B).
- 03.03.02 Front Setback** The extent of the front setback of each building or structure shall be taken as the horizontal distance, measured perpendicularly, from the property line to the predominant building wall closest to such property line, excluding permitted projections.
- 03.03.03 Common vs. Private** Building setbacks are divided into common and private setback areas. Private setback areas are intended for use by adjacent individual residential dwelling units. Common setback areas must be treated as a unified planted landscape area that is required to be implemented and maintained by the building owner.
- 03.03.04 Encroachments** Encroachments within the public right-of-way and projections within the setback are permitted as indicated in Figure 03.03.C - Setback Control Sections and in accordance with section 03.05:Design Controls - Private Open Space.

- 03.05.05 Occupied Building Area** Occupied building area may encroach into the public right-of-way and project into the setback, only above 12 feet from grade, as indicated in Figure 03.03.C - Setback Control Sections. Occupied building encroachments and projections may extend into the public right-of-way and setback for a maximum of 50% of the predominant building face in segments no greater than 14', measured along the street frontage, with a minimum clear separation of 3'. Up to 30% of the predominant building face may project into the setback without limitations on width.
- 03.05.06 Active Use Projection** Where active uses occur, building massing is permitted to project into the entire Setback at the ground floor as an extension of the adjacent non-residential use. Usable open space must be created on the roof of that projection at the second habitable floor, in accordance with the relevant sections of the Standards and Guidelines.
- 03.05.07 Projections** Awnings, canopies, marquees, signs, shading devices, cornices and lighting may encroach into the public right-of-way and project into the setback, only above 10 feet from grade as indicated in Figure 03.03.C - Setback Control Sections.
- 03.05.08 Permitted Obstructions** Walls, fences, lighting, elevated private outdoor space, stairs leading to residential entries, guardrails, handrails and other similar building and landscape elements are permitted obstructions within the setback.
- 03.05.09 Basement Levels** Basement levels of buildings or sub-surface parking garages are permitted to project into the setback as indicated in Figure 03.03.C - Setback Control Sections; however, the parking projection must be a minimum of 3 feet below grade to allow for a minimum planting depth.



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0' Setback	
6'-6" Setback	
8' Setback	
10' Setback	
20' Setback	



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FIGURE 03.03.B / Setback Plan

# 03.05 building controls - maximum height

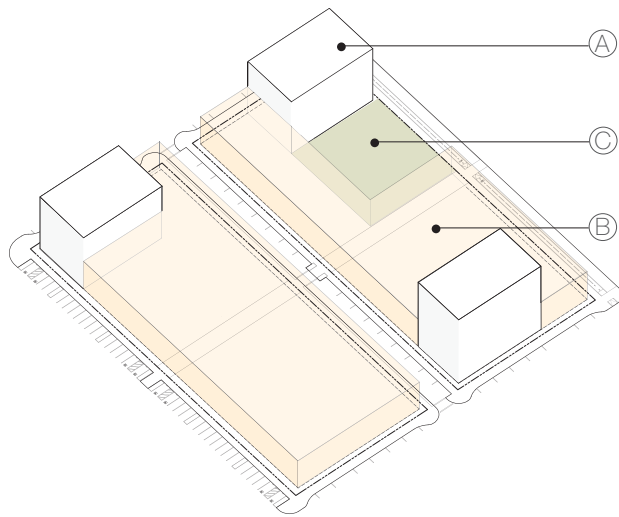


Figure 03.05.A: Height Zones

- Ⓐ Tall Buildings
- Ⓑ Neighborhood Fabric
- Ⓒ Neighborhood Commons

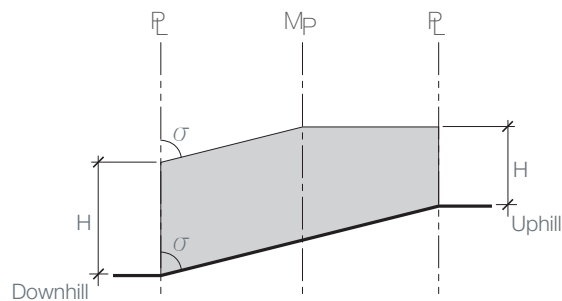


Figure 03.05.B: Height Measurement

Maximum height limits establish a predominant low-rise, neighborhood fabric and the location of taller buildings. Height zones at Parkmerced focus the greatest density near transit, provide a comfortable pedestrian environment that is visually and socially engaging and protect views for adjacent uphill neighbors to the east. Height zones describe the three-dimensional maximum height envelopes without defining specific locations, numbers or shapes of buildings or parcels.

## Standards

**03.05.01 Maximum Height** The height of structures shall not exceed the applicable maximum height as indicated on the Maximum Height Plan (Fig. 03.05.B). The allowable developable footprint area for a specific development block in Appendix A - Regulating Plan.

**03.05.02 Measuring Height** Height limits are to be measured from the finish grade, at the center line of the predominant building face, to the roof of the top occupied floor of each building. Height limits on sloped sites are to extend into the site horizontally from the uphill property line to the mid-point of the development block and extend from the downhill property line at an angle equal to the slope of the grade (Fig. 03.05.B).

**03.05.03 Sloped Roofs** Sloped roofs, in excess of  $30^\circ$ , are to be measured to the midpoint of the vertical dimension of the roof.

**03.05.05 Appropriate Scale** In order to ensure that smaller scale buildings are located along smaller scale streets, residential buildings that are 35 feet in height or less must be located along a public right-of-way or easement that is no more than 45 feet in width.

**03.05.06 Sustainability** Photovoltaic and thermal solar collectors, rain water and fog collecting equipment, wind turbines and other sustainability components may project above the applicable maximum height if they do not significantly alter the apparent height and mass of the building.





**03.05.07 Projections** Those portions of a building that may project above the applicable maximum height are:

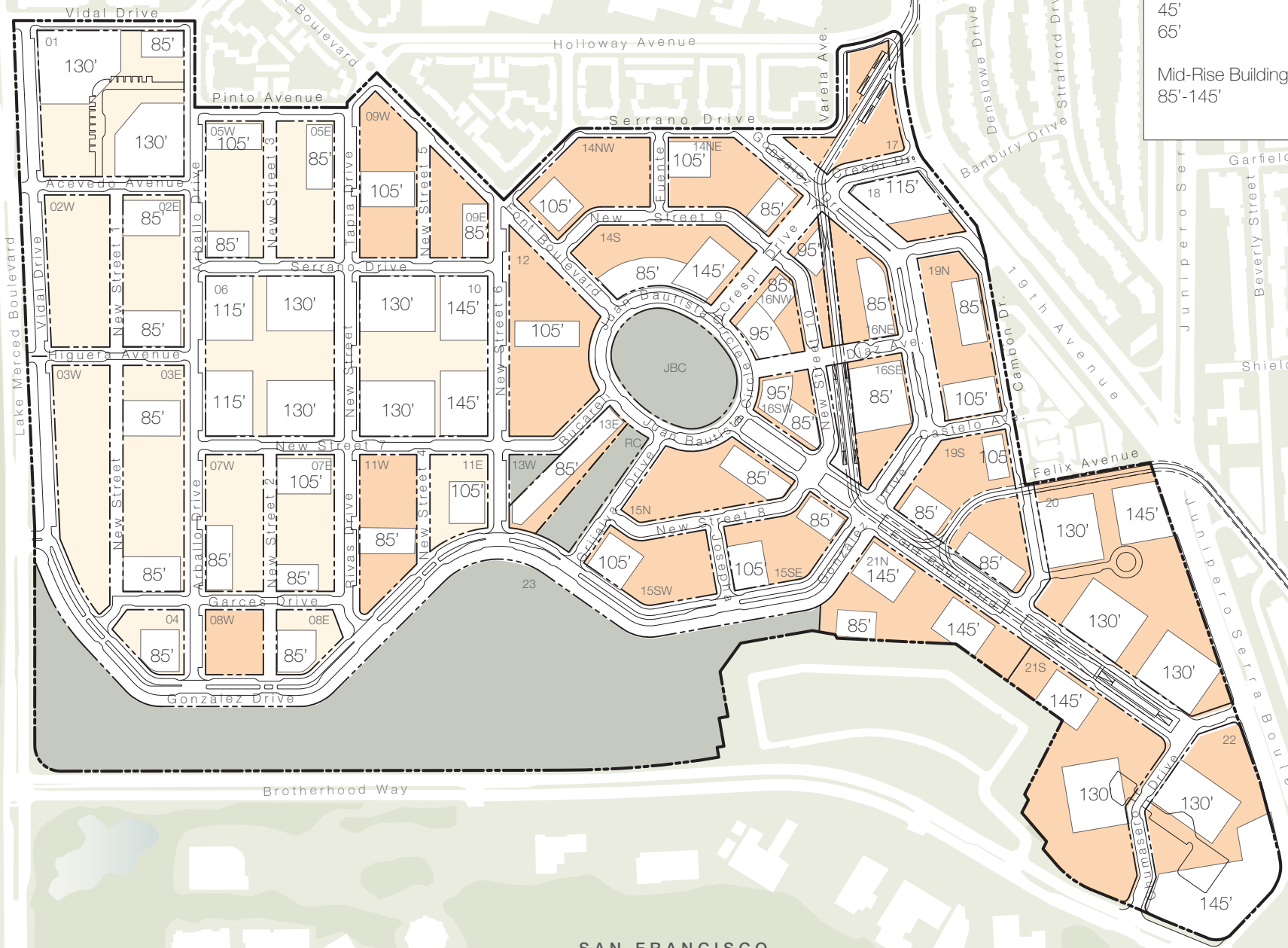
- Parapets up to 4' in height above the roof of the last habitable floor
- Mechanical enclosures and other rooftop support facilities that occupy less than 20% of the roof area up to 15 feet in height above the roof of the last habitable floor.
- For buildings taller than 125 feet wall planes extensions that are either 50% physically and visibly permeable or translucent, up to 15 feet above the roof of the last habitable floor.

**03.05.08 Active Roofs** Portions of a building strictly limited to community recreation or other common use activities are permitted to project 15 feet above the roof of the top occupied floor. Those portions of a building that do project above the height limit must step-back at a ratio of 1.2 feet in a horizontal dimension, from the predominant building face, for every 1 foot above the maximum height limit. Those portions of a building that exceed the indicated maximum height are limited to no more than 60% of building roof area, in segments no greater than 40 LF parallel to the street frontage with a minimum separation of 10'. Railings, planters and visually permeable building elements no greater than 42 inches above the roof are exempt from step-back requirements.

**03.05.09 Park Structures** The 40' Open Space height zone is established for structures to be built in the open space areas of Parkmerced. Temporary structures to remain in place 6 months or less, structures with a plan area of 500 square feet or less, sculptural structures that have a positive contribution to the visual quality of the public realm or structures that contribute to Parkmerced's sustainability goals are exempt from the indicated height limit.

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Neighborhood Fabric  
 40' O.S.   
 45'   
 65'   
 Mid-Rise Buildings  
 85'-145' 



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GOLF CLUB

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FIGURE 03.05.C / Maximum Height Plan

## 03.06 building controls - bulk + massing

BUILDING HEIGHT	MAX FLOOR PLATE	MAX PLAN LENGTH	MAX DIAGONAL	MAX APPARENT FACE 1	MAX APPARENT FACE 2	CHANGE IN APPARENT FACE
UP TO 35'	NA	NA	NA	30'	NA	Minimum 1' deep x 1' wide notch. or Minimum 2' offset of building massing. or Major change in fenestration pattern and/or material.
36' - 45'	NA	NA	NA	120'	80'	Minimum 2' deep x 3' wide notch. or Minimum 2' offset of building massing. or Major change in fenestration pattern and/or material.
46' - 85'	20,000 sf	200'	NA	80'	40'	Minimum 5' deep x 5' wide notch. or Minimum 5' offset of building massing.
86' - 145'	12,000 sf	140'	170'	110'	40'	Minimum 10' deep x 10' wide notch. or Minimum 10' offset of building massing. in conjunction with Major change in fenestration pattern and/or material.

Table 2 - Bulk + Massing Control Matrix

The following standards and guidelines on bulk and massing are intended to support the creation of well proportioned buildings that contribute to the formation of a fine grain, residential neighborhood character. Buildings at Parkmerced are meant to reinforce a pedestrian focused environment that is visually engaging by controlling: maximum floor plates; maximum plan lengths; maximum diagonals; maximum apparent face; and building design elements that constitute a change in apparent face.

### Standards

**03.06.01 Requirements** All buildings shall comply with the bulk and massing requirements for their height category indicated in Table 2 - Bulk + Massing Control Matrix.

**03.06.02 Maximum Plan Dimension** The maximum plan dimension as described in Table 2 is defined as the maximum linear horizontal dimension of a building or structure, at a given level, between the outside surfaces of its exterior walls. The maximum plan dimension of a building or structure is the greatest plan dimension parallel to the long axis of the building (Fig. 03.06.A).

**03.06.03 Maximum Diagonal** The maximum diagonal as described in Table 2 is defined as the maximum linear diagonal dimension of a building or structure, at a given level, between the outside surfaces of its exterior walls. The maximum diagonal of a building or structure is the greatest distance connecting two opposing points of the building (Fig. 04.06.A).

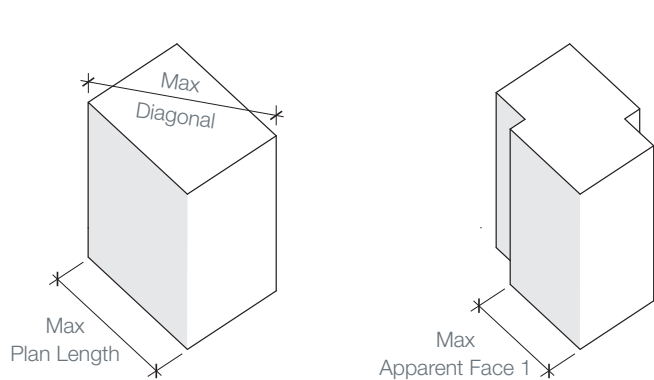


Figure 03.06.A: Bulk + Massing Controls

**03.06.04 Maximum Apparent Face 1** The maximum apparent face width for a building face parallel to the long axis of the building or a building wing is limited as described in Table 2 and generally varies by building height (Fig. 03.06.A).

**03.06.05 Maximum Apparent Face 2** To further reduce apparent building mass, the maximum apparent face width for a building face parallel to the short axis of the building or a building wing is limited as described in Table 2 and generally varies by building height (Fig. 03.06.A).

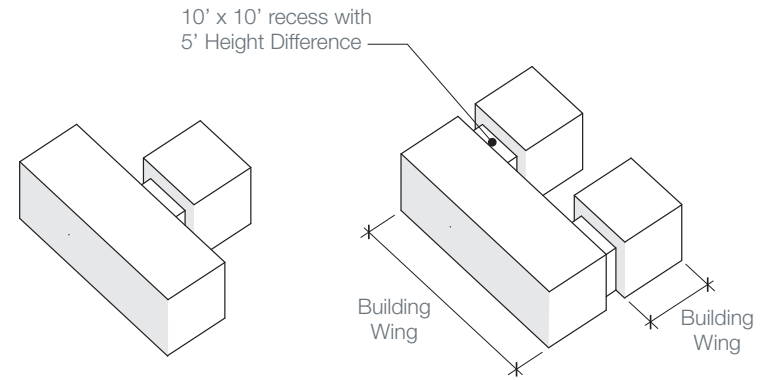
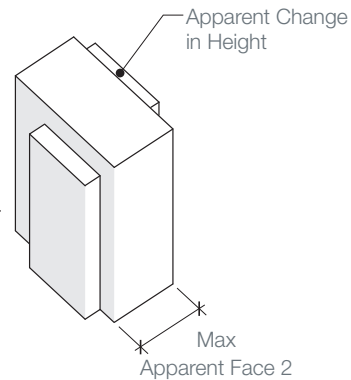


Figure 03.06.B: Compound Shapes

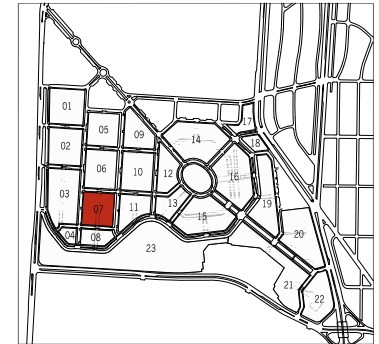
**03.06.06 Apparent Change in Height** Buildings shall include a minimum change in height of 10 feet between the different building masses or faces generated by the change in apparent face width required in standard 03.06.05 - Maximum Apparent Face 2 (Fig. 03.06.A).

**03.06.07 Compound Shape** Compound shaped buildings comprised of building wings (Fig. 03.06.B) such as L, T, U or E shaped plans shall be articulated into a series of smaller, simple discrete volumes in order to reduce their apparent mass. Articulation must include a minimum 10 foot by 10 foot recess at the intersection of two discrete volumes, accompanied by a minimum 5 foot difference in height between the roof of each building wing and the recessed portion of the building (Fig. 03.06.B).



# APPENDIX A block 07

		BLOCK 07
HEIGHT ZONES	<b>T145</b>	
	FOOTPRINT AREA AT T145	0 sf
	<b>MR105</b>	
	FOOTPRINT AREA AT MR105	12,000 sf
	<b>MR85</b>	
	FOOTPRINT AREA AT MR85	19,200 sf
	<b>LR65</b>	
	FOOTPRINT AREA AT LR65	0 sf
	<b>LR45</b>	
	FOOTPRINT AREA AT LR45	37,500 sf
	<b>LR35</b>	
	FOOTPRINT AREA AT LR35	23,100 sf
	<b>LR15</b>	15'
	FOOTPRINT AREA AT LR15	2,300 sf
<b>TOTAL DEVELOPABLE FOOTPRINT</b>		<b>94,100 sf</b>
TALL BUILDINGS	Maximum Number of New T-Buildings Per Block	0
	Maximum Number of New MR-Buildings per Block	3
LOT COVERAGE + OPEN SPACE	Existing Building Area	
	Minimum Dedicated Open Space Parcel	15,000 sf
	Total Parcel Area	153,360 sf














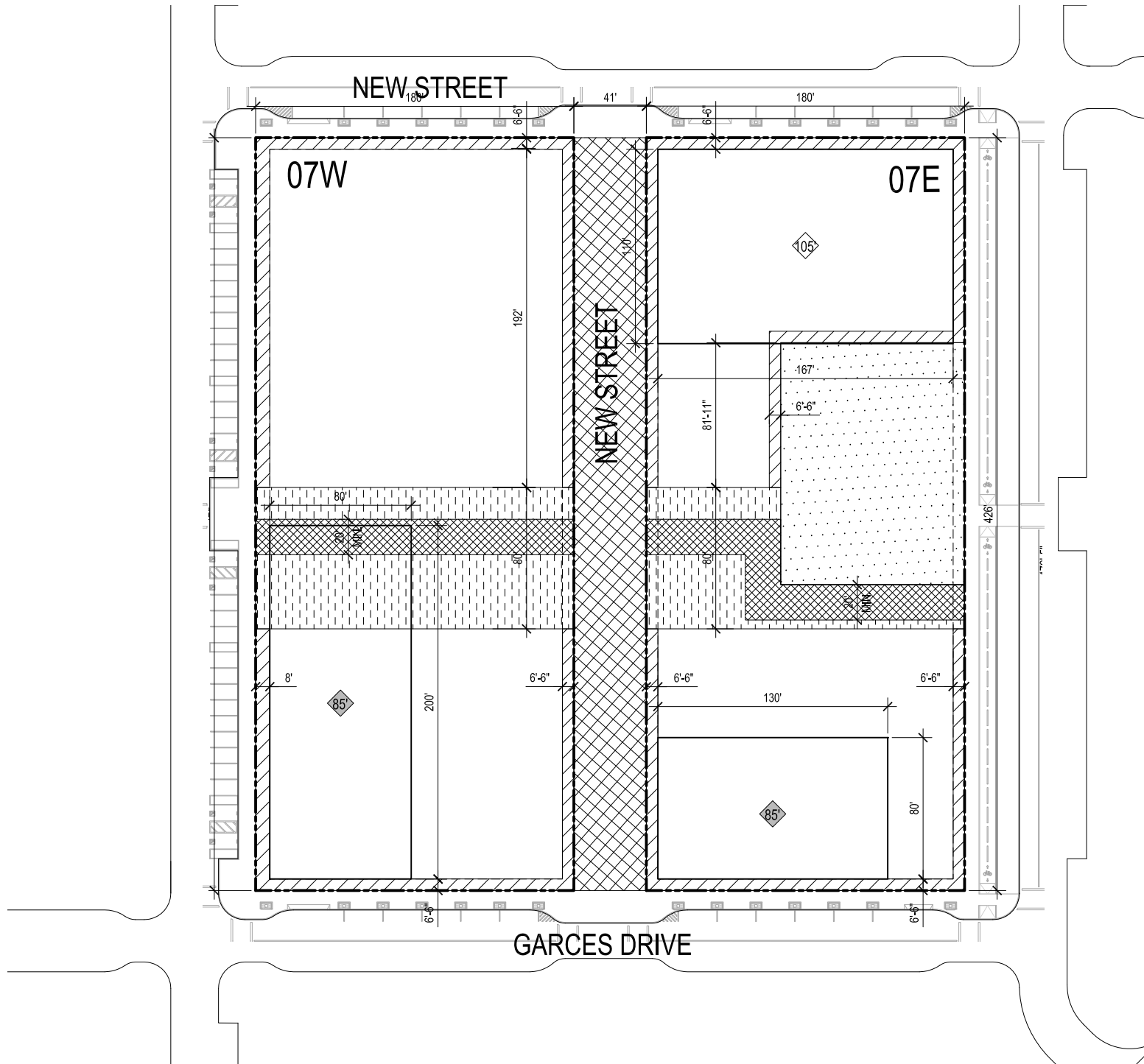
## NOTES

Please refer to relevant Urban Design Controls and Guidelines for further information.

## SPECIAL CONDITIONS

This block includes a dedicated public open space that will remain open and accessible at all times.

-  PROPERTY LINE
-  STREET FRONTAGE SETBACK
-  PUBLIC OPEN SPACE
-  SHARED PUBLIC WAY EASEMENT
-  PEDESTRIAN OPEN-TO-SKY EASEMENT
-  PEDESTRIAN OPEN-TO-SKY ZONE
-  MUNI EASEMENT
-  EXISTING EASEMENT
-  BUILDING NUMBER
-  BUILDING HEIGHT LIMIT
-  SPECIAL BUILDING HEIGHT LIMIT



# APPENDIX A **block 11**

		BLOCK 11
<b>HEIGHT ZONES</b>	<b>T145</b>	
	FOOTPRINT AREA AT T145	0 sf
	<b>MR105</b>	
	FOOTPRINT AREA AT MR105	<b>12,000 sf</b>
	<b>MR85</b>	
	FOOTPRINT AREA AT MR85	<b>12,000 sf</b>
	<b>LR65</b>	
	FOOTPRINT AREA AT LR65	<b>10,400 sf</b>
	<b>LR45</b>	
	FOOTPRINT AREA AT LR45	<b>35,600 sf</b>
	<b>LR35</b>	
	FOOTPRINT AREA AT LR35	<b>5,100 sf</b>
	<b>LR15</b>	15'
	FOOTPRINT AREA AT LR15	0 sf
<b>TOTAL DEVELOPABLE FOOTPRINT</b>		<b>75,100 sf</b>
<b>TALL BUILDINGS</b>	Maximum Number of New T-Buildings Per Block	<b>0</b>
	Maximum Number of New MR-Buildings per Block	<b>2</b>
<b>LOT COVERAGE + OPEN SPACE</b>	Existing Building Area	
	Minimum Dedicated Open Space Parcel	
	Total Parcel Area	<b>122,898 sf</b>














## NOTES

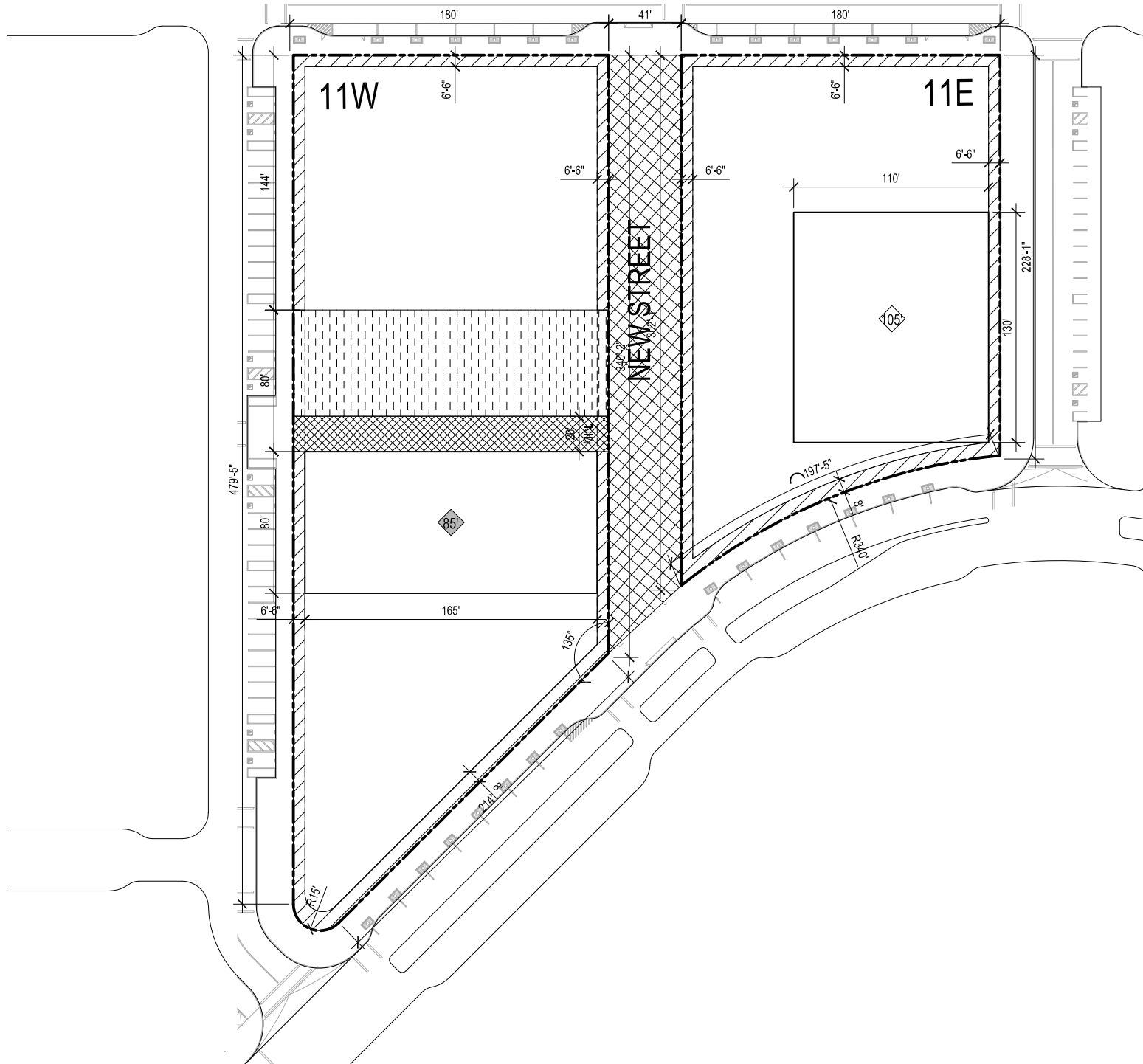
Please refer to relevant Urban Design Controls and Guidelines for further information.

## SPECIAL CONDITIONS

This block includes a dedicated public open space that will remain open and accessible at all times.

-  PROPERTY LINE
-  STREET FRONTAGE SETBACK
-  PUBLIC OPEN SPACE
-  SHARED PUBLIC WAY EASEMENT
-  PEDESTRIAN OPEN-TO-SKY EASEMENT
-  PEDESTRIAN OPEN-TO-SKY ZONE
-  MUNI EASEMENT
-  EXISTING EASEMENT
-  BUILDING NUMBER
-  BUILDING HEIGHT LIMIT
-  SPECIAL BUILDING HEIGHT LIMIT


















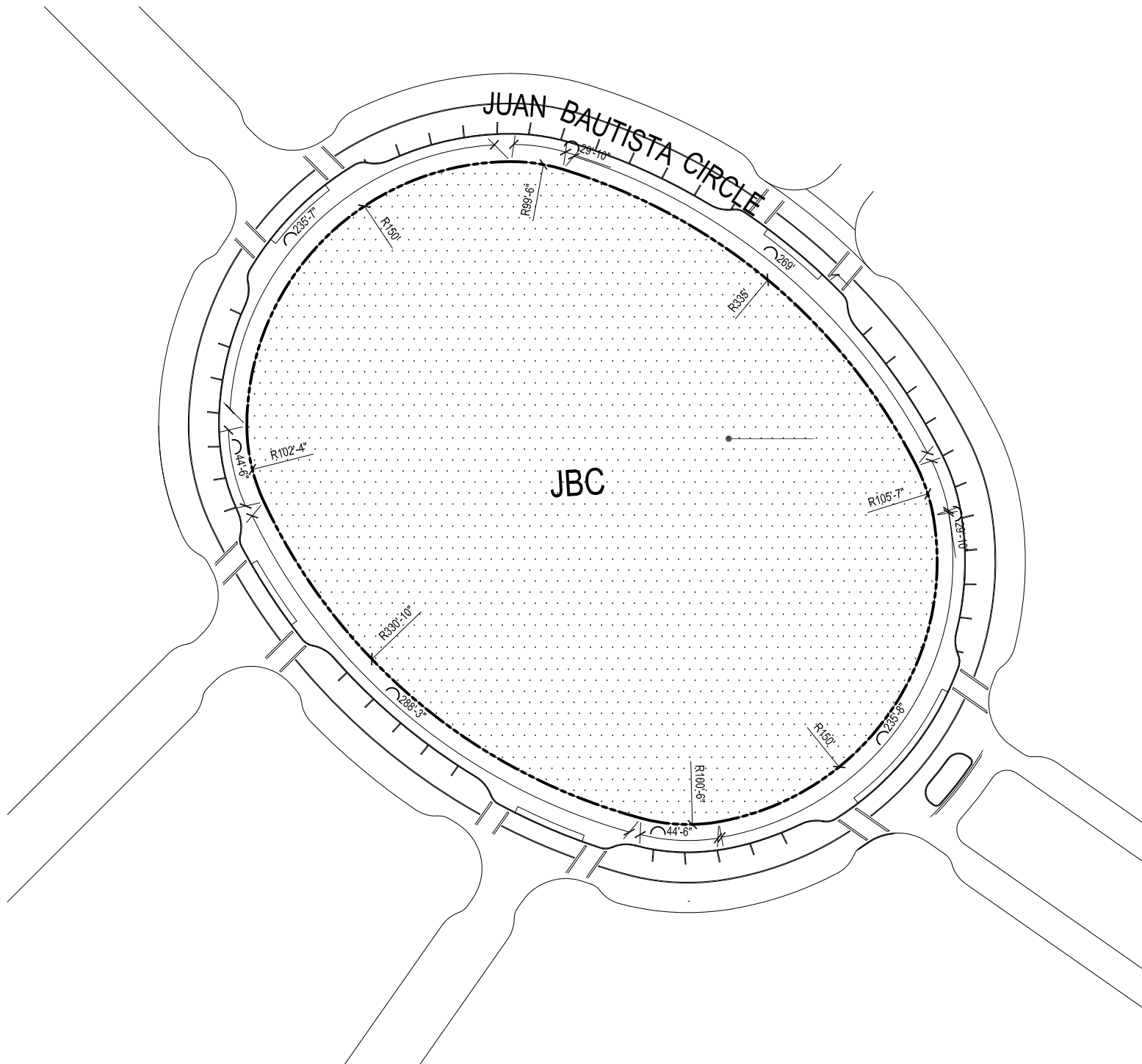
### NOTES

Please refer to relevant Urban Design Controls and Guidelines for further information.

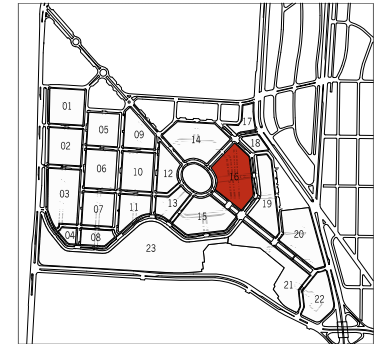
### SPECIAL CONDITIONS

This block includes a dedicated public open space that will remain open and accessible at all times.

-  PROPERTY LINE
-  STREET FRONTAGE SETBACK
-  PUBLIC OPEN SPACE
-  SHARED PUBLIC WAY EASEMENT
-  PEDESTRIAN OPEN-TO-SKY EASEMENT
-  PEDESTRIAN OPEN-TO-SKY ZONE
-  MUNI EASEMENT
-  EXISTING EASEMENT
-  BUILDING NUMBER
-  BUILDING HEIGHT LIMIT
-  SPECIAL BUILDING HEIGHT LIMIT



# APPENDIX A block 16














		BLOCK 16
HEIGHT ZONES	<b>T145</b>	
	FOOTPRINT AREA AT T145	0 sf
	<b>MR105</b>	
	FOOTPRINT AREA AT MR105	18,300 sf
	<b>MR85</b>	
	FOOTPRINT AREA AT MR85	44,600 sf
	<b>LR65</b>	
	FOOTPRINT AREA AT LR65	23,400 sf
	<b>LR45</b>	
	FOOTPRINT AREA AT LR45	17,800 sf
	<b>LR35</b>	
	FOOTPRINT AREA AT LR35	33,400 sf
	<b>LR15</b>	15'
	FOOTPRINT AREA AT LR15	30,000 sf
<b>TOTAL DEVELOPABLE FOOTPRINT</b>		<b>167,500 sf</b>
TALL BUILDINGS	Maximum Number of New T-Buildings Per Block	0
	Maximum Number of New MR-Buildings per Block	5
LOT COVERAGE + OPEN SPACE	Existing Building Area	
	Minimum Dedicated Open Space Parcel	
	Total Parcel Area	235,775 sf

## NOTES

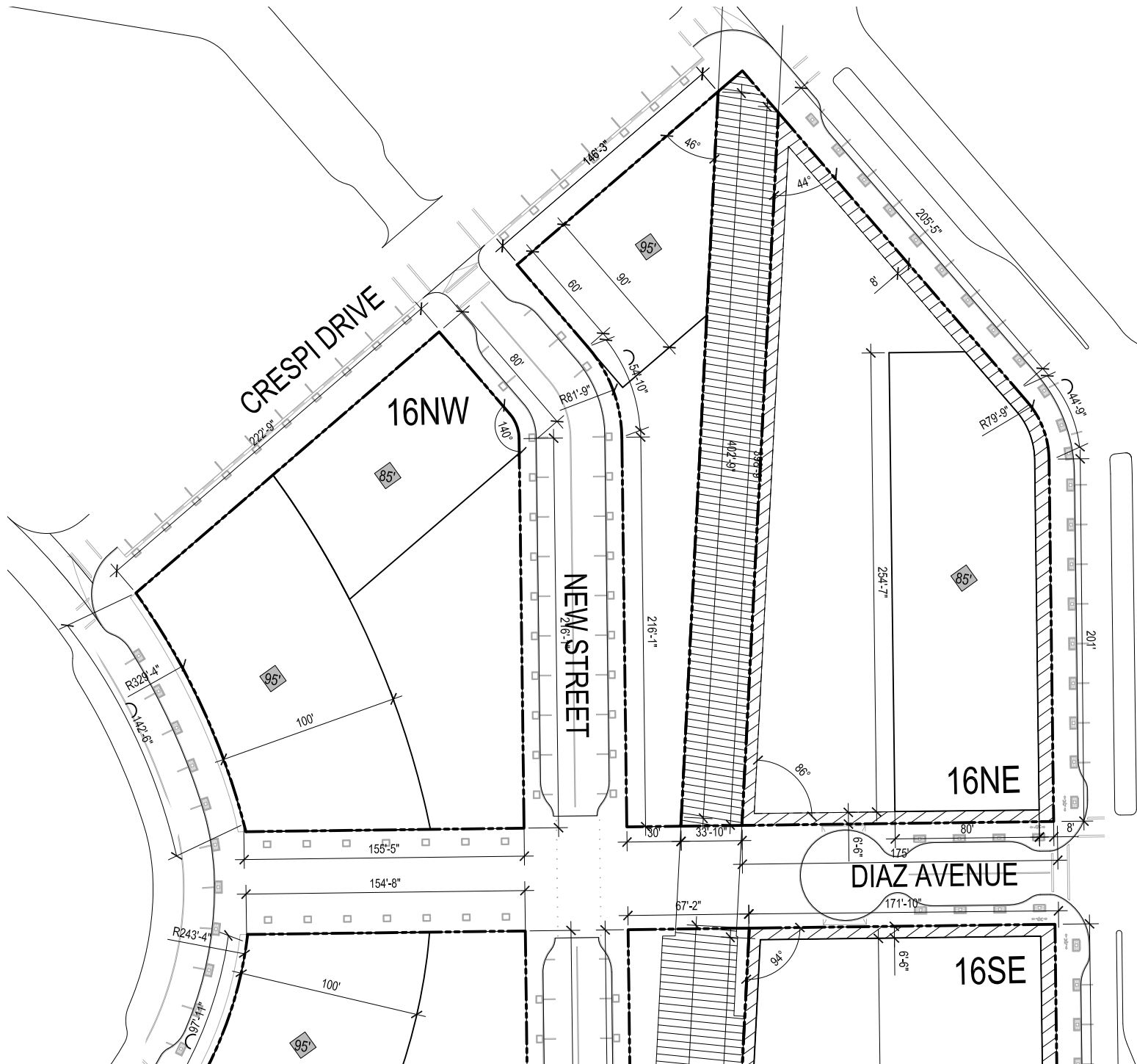
Please refer to relevant Urban Design Controls and Guidelines for further information.


## SPECIAL CONDITIONS

This block includes a dedicated public open space that will remain open and accessible at all times.

-  PROPERTY LINE
-  STREET FRONTAGE SETBACK
-  PUBLIC OPEN SPACE
-  SHARED PUBLIC WAY EASEMENT
-  PEDESTRIAN OPEN-TO-SKY EASEMENT
-  PEDESTRIAN OPEN-TO-SKY ZONE
-  MUNI EASEMENT
-  EXISTING EASEMENT
-  BUILDING NUMBER
-  BUILDING HEIGHT LIMIT
-  SPECIAL BUILDING HEIGHT LIMIT







\* Proposed topics to be covered in draft design standards + guidelines document

parkmerced vision plan  
design standards  
+ guidelines \*

- 01 Neighborhood Controls**
  - Land Use
  - Development Blocks + Easements
- 02 Public Realm**
  - Sustainable Landscape
  - Open Space
  - Streets
  - Existing Trees
  - Materials + Site Furnishings
  - Lighting
- 03 Building Design**
  - Sustainability
  - Massing Controls
  - Building Base
  - Facade
  - Building Top
  - Color, Materials + Signage
  - Lighting
- 04 Parking + Loading**
  - Bike Parking + Car Sharing
  - Parking
  - Loading + Servicing
- 05 Implementation**
  - Appendix**
    - Block Matrix
    - Block Plans
    - Definition of Terms

**DRAFT**



An aerial photograph of a city grid, overlaid with a semi-transparent blue filter. The image shows a dense network of streets and buildings, with a prominent road intersection in the center. The blue overlay is uniform in color and opacity, creating a monochromatic effect.

# **PARKMERCED DEVELOPMENT PROJECT**

Final Intersection and Roadway Modifications

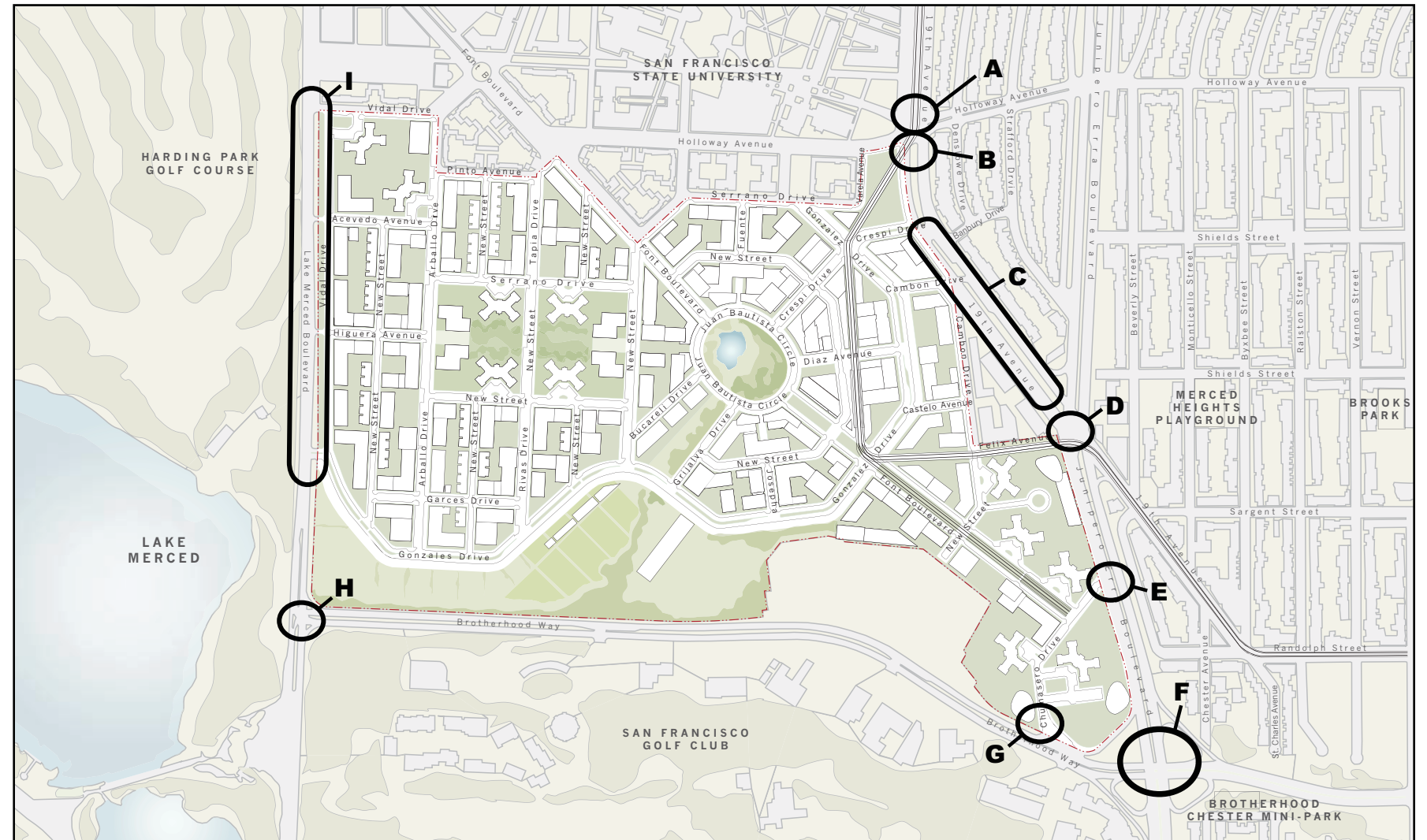
November 4, 2009

**PARKMERCED INVESTORS LLC**

**AECOM**

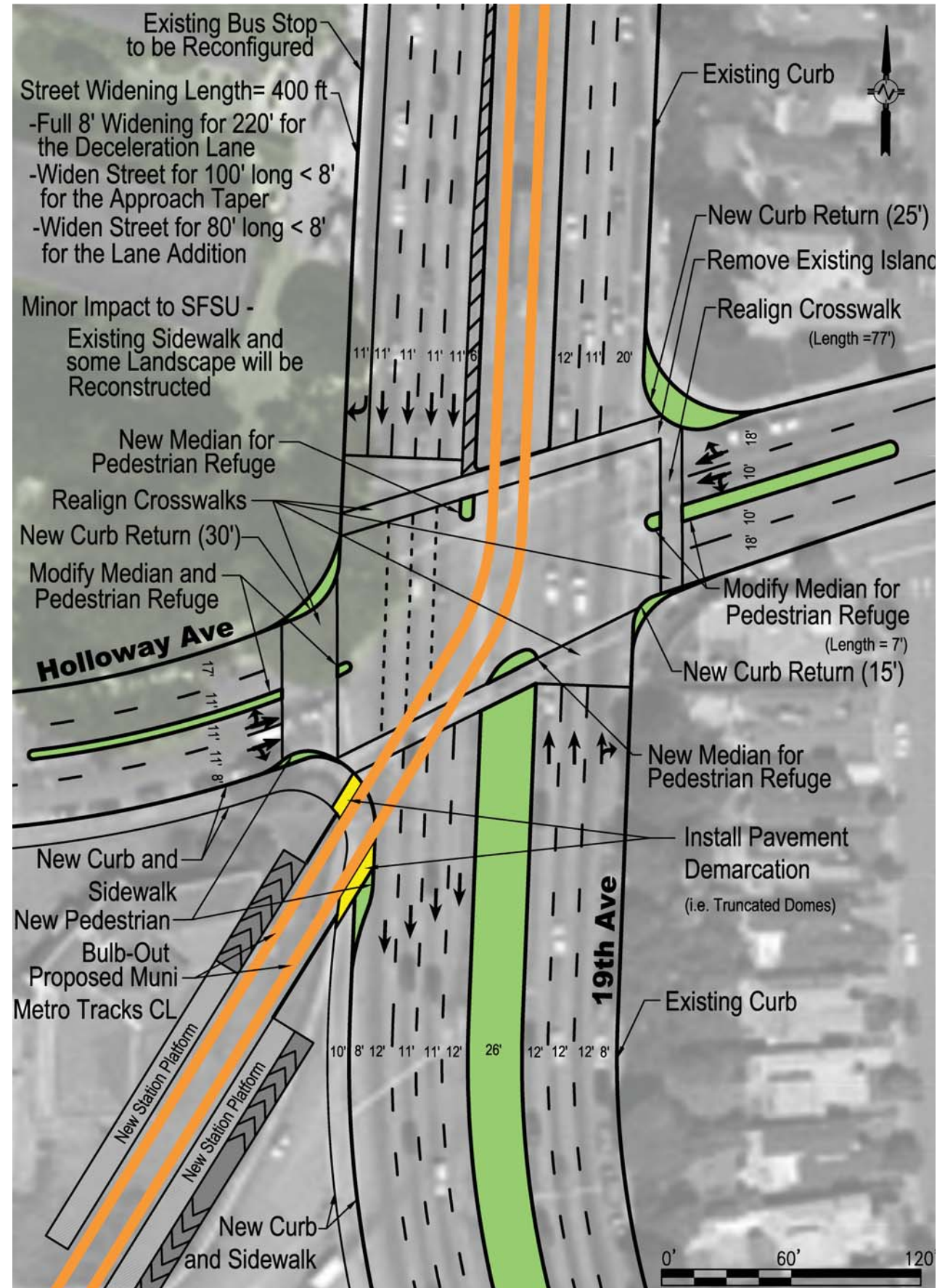


Reference Code	Location
A	19th Avenue / Holloway Avenue
B	19th Avenue / Crespi Drive
C	Southbound 19th Avenue between Crespi Drive and Junipero Serra Boulevard
D	19th Avenue / Junipero Serra Boulevard
E	Junipero Serra Boulevard / Chumasero Drive
F	Junipero Serra Boulevard / Brotherhood Way
G	Brotherhood Way / Chumasero Drive
H	Lake Merced Boulevard / Brotherhood Way
I	Lake Merced Boulevard at Vidal Drive, Acevedo Avenue, Higuera Avenue and Gonzalez Drive





## A-5 - 19th Avenue / Holloway Avenue (Option 5)



- Construct new SFSU/Parkmerced station inside site for M-Ocean View line
- Reconfigure light rail tracks to cross diagonally into the site to the south of the intersection
- Eliminate existing SFSU station platform and shift southbound light rail tracks to the east
- Narrow southbound travel lanes and widen street to establish four southbound 19th Avenue through lanes
- Eliminate channelized right-turn from westbound Holloway Avenue to northbound 19th Avenue
- Reduce return radii at southeast corner
- Install corner bulbs at southeast and southwest corners
- Extend center medians on south, west and east legs to provide pedestrian refuge area
- Establish pedestrian refuge area on north leg to the west of the light rail tracks
- Restripe crosswalks

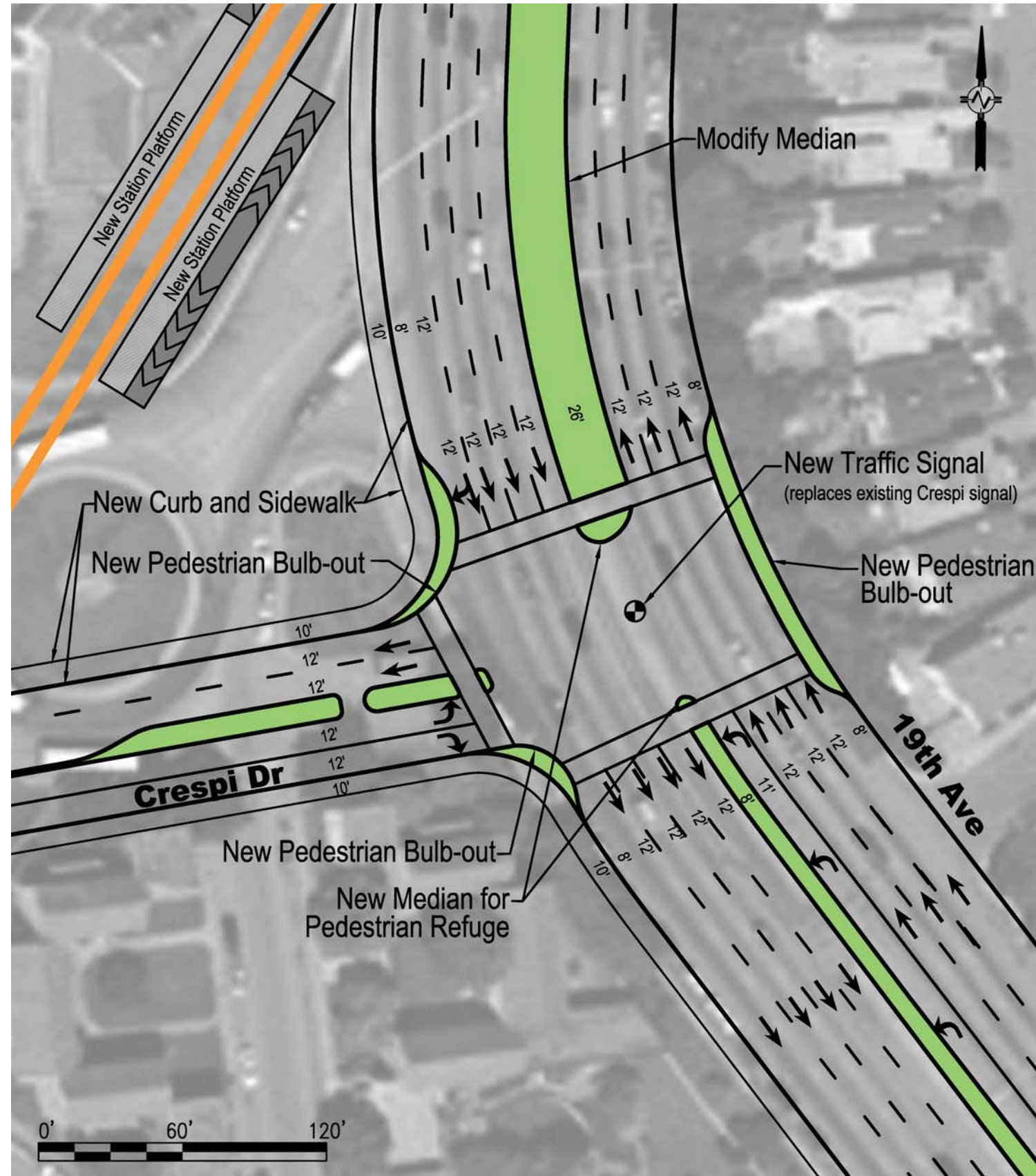
## Light Rail Option 5:

With this option, the M-Ocean View would be rerouted through and into Parkmerced, entering at the southwest corner of 19th Avenue and Holloway Avenue. The line would then split, with half of the trains exiting Parkmerced at the west corner of 19th Avenue and Junipero Serra Boulevard and then continuing along its current route to the Balboa Park terminal, and the other half of the trains continuing through the site and terminating at the end of Font Boulevard. Due to the amount of time the train would require to safely cross through these intersections, changes to the intersection signalization (the addition of a 20-second all-red phase) would necessitate increases in capacity to maintain acceptable operating conditions. However, the relocation of the M-Ocean View out of 19th Avenue would allow for the existing light rail median to be repurposed for pedestrian, bus/transit and/or vehicular improvements.





## B-5 - 19th Avenue / Crespi Drive (Option 5)



- Reconfigure Crespi Drive approach to 19th Avenue
- Eliminate light rail tracks in median
- Narrow former train median and create fourth southbound 19th Avenue through lane
- Create a northbound 19th Avenue left-turn pocket within former train median
- Modify traffic signal to provide protected left-turn phase
- Establish passenger loading/unloading area next to station
- Install curb extension on east side of intersection
- Install corner bulb at southwest and northwest corner
- Establish new crosswalks for north and south legs with pedestrian walk phases
- Create a center median on west leg to provide pedestrian refuge area

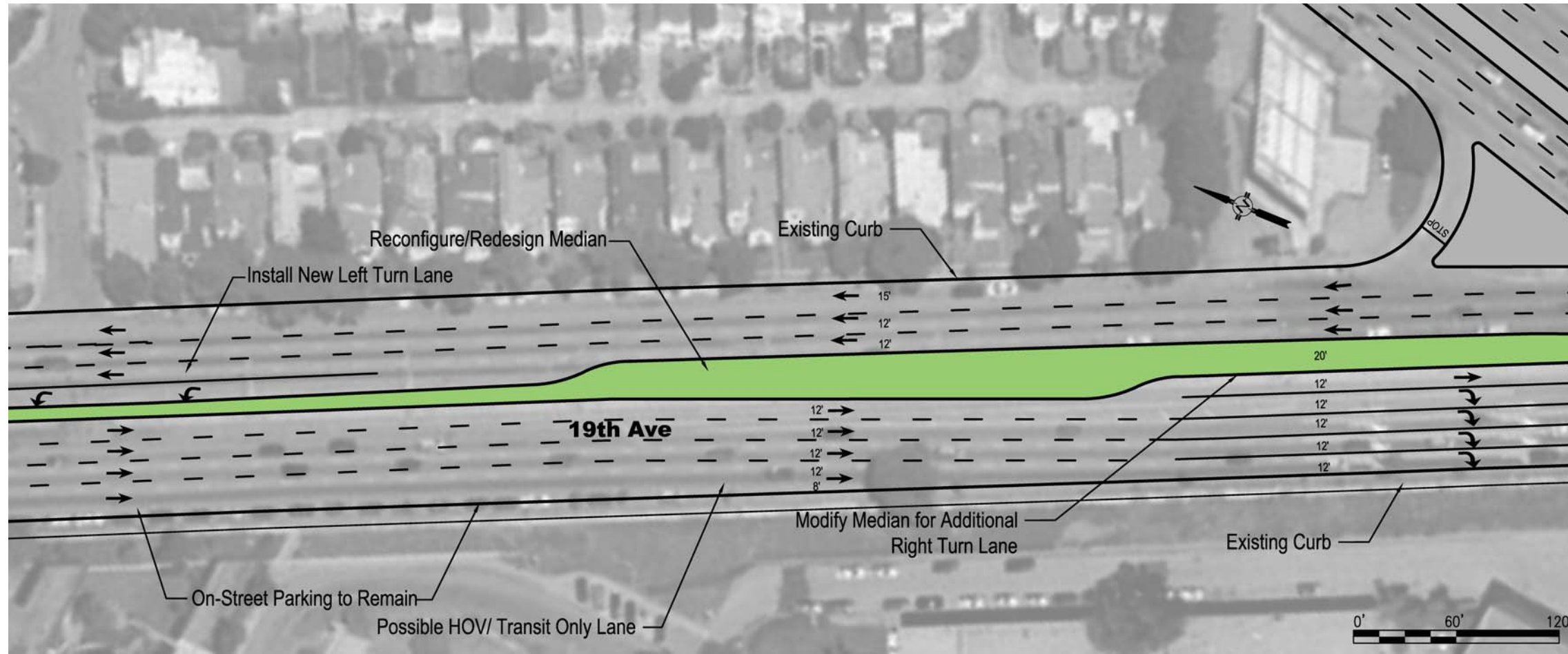
## Light Rail Option 5:

With this option, the M-Ocean View would be rerouted through and into Parkmerced, entering at the southwest corner of 19th Avenue and Holloway Avenue. The line would then split, with half of the trains exiting Parkmerced at the west corner of 19th Avenue and Junipero Serra Boulevard and then continuing along its current route to the Balboa Park terminal, and the other half of the trains continuing through the site and terminating at the end of Font Boulevard. Due to the amount of time the train would require to safely cross through these intersections, changes to the intersection signalization (the addition of a 20-second all-red phase) would necessitate increases in capacity to maintain acceptable operating conditions. However, the relocation of the M-Ocean View out of 19th Avenue would allow for the existing light rail median to be repurposed for pedestrian, bus/transit and/or vehicular improvements.





## C-5 - 19th Avenue between Crespi Drive and Junipero Serra Boulevard (Option 5)



- Eliminate light rail tracks in median
- Narrow former train median and create fourth southbound 19th Avenue travel lane

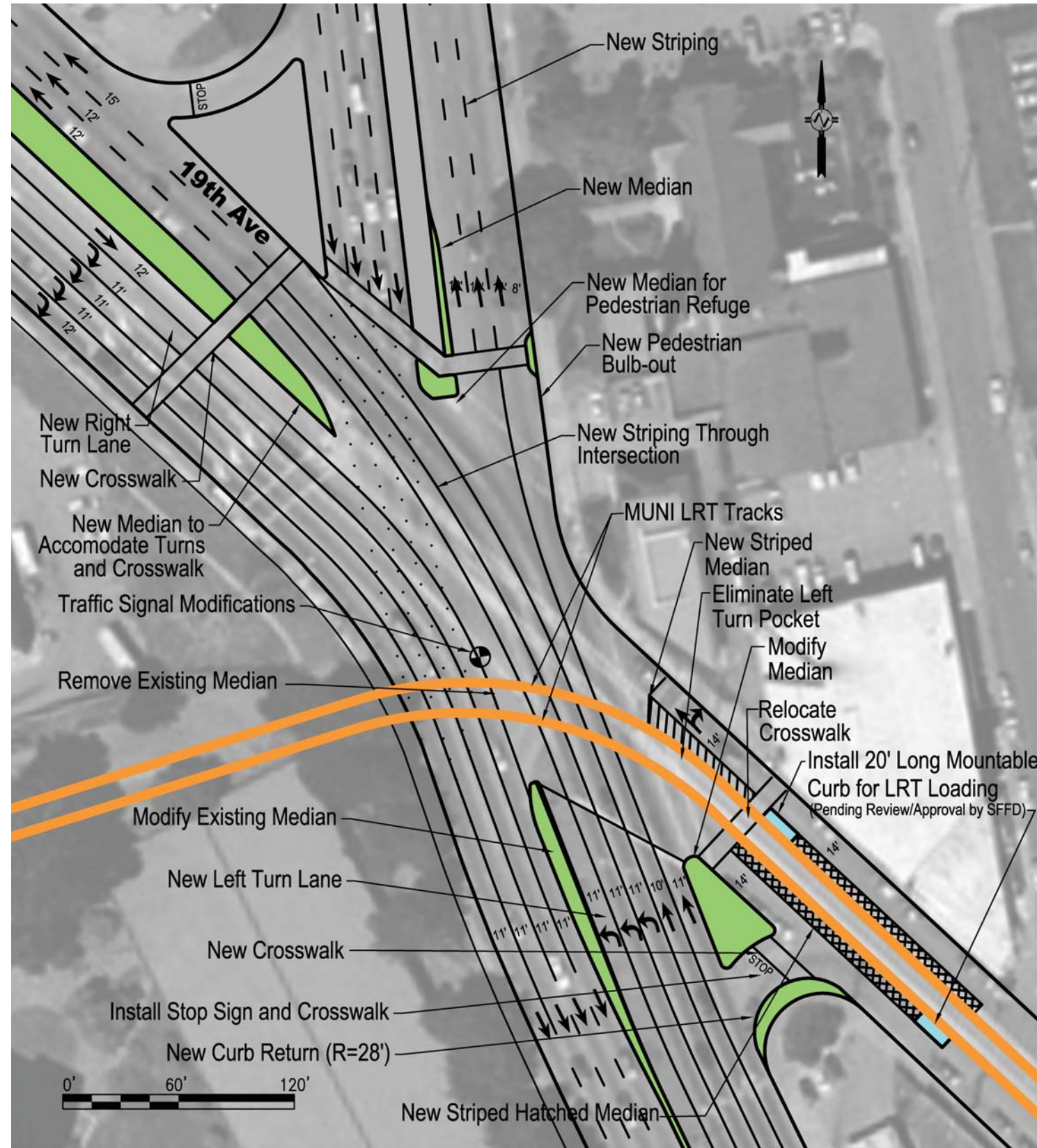
### Light Rail Option 5:

With this option, the M-Ocean View would be rerouted through and into Parkmerced, entering at the southwest corner of 19th Avenue and Holloway Avenue. The line would then split, with half of the trains exiting Parkmerced at the west corner of 19th Avenue and Junipero Serra Boulevard and then continuing along its current route to the Balboa Park terminal, and the other half of the trains continuing through the site and terminating at the end of Font Boulevard. Due to the amount of time the train would require to safely cross through these intersections, changes to the intersection signalization (the addition of a 20-second all-red phase) would necessitate increases in capacity to maintain acceptable operating conditions. However, the relocation of the M-Ocean View out of 19th Avenue would allow for the existing light rail median to be repurposed for pedestrian, bus/transit and/or vehicular improvements.





## D-5 - 19th Avenue / Junipero Serra Boulevard (Option 5)



- Eliminate light rail tracks in median north of intersection
- Reconfigure light rail tracks to cross diagonally into the site to the west of the intersection
- Create an additional northbound Junipero Serra Boulevard left-turn lane by narrowing median
- Eliminate northbound 19th Avenue left-turn movement
- Reconfigure northbound Junipero Serra Boulevard channelized right-turn; install stop sign
- Install stop sign for southbound Junipero Serra Boulevard channelized right-turn
- Install corner bulb at northwest corner
- Widen center median on southbound Junipero Serra Boulevard leg and extend median to provide pedestrian refuge area
- Narrow former train median and create fourth southbound 19th Avenue right-turn lane
- Relocate stop bar for southbound 19th Avenue approach
- Restripe crosswalks and add new crosswalks with pedestrian walk phases
- Establish passenger boarding/alighting area at M-Ocean View stop on 19th Avenue

## Light Rail Option 5:

With this option, the M-Ocean View would be rerouted through and into Parkmerced, entering at the southwest corner of 19th Avenue and Holloway Avenue. The line would then split, with half of the trains exiting Parkmerced at the west corner of 19th Avenue and Junipero Serra Boulevard and then continuing along its current route to the Balboa Park terminal, and the other half of the trains continuing through the site and terminating at the end of Font Boulevard. Due to the amount of time the train would require to safely cross through these intersections, changes to the intersection signalization (the addition of a 20-second all-red phase) would necessitate increases in capacity to maintain acceptable operating conditions. However, the relocation of the M-Ocean View out of 19th Avenue would allow for the existing light rail median to be repurposed for pedestrian, bus/transit and/or vehicular improvements.

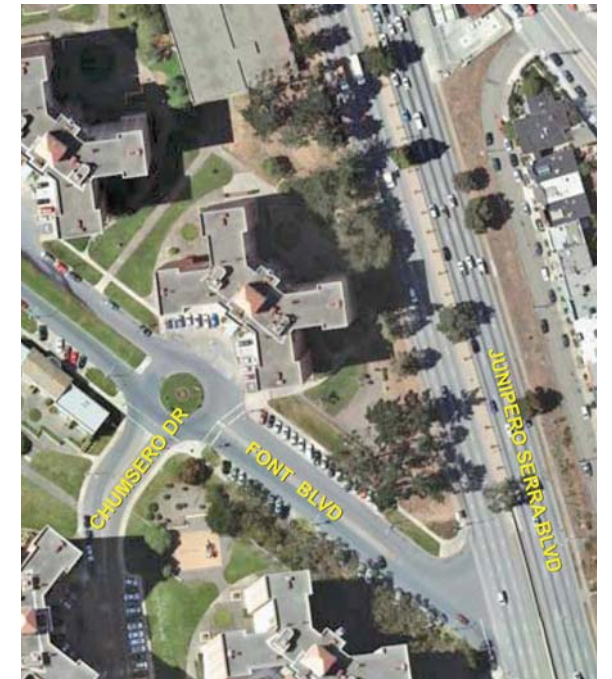




## E - Junipero Serra Boulevard / Chumasero Drive

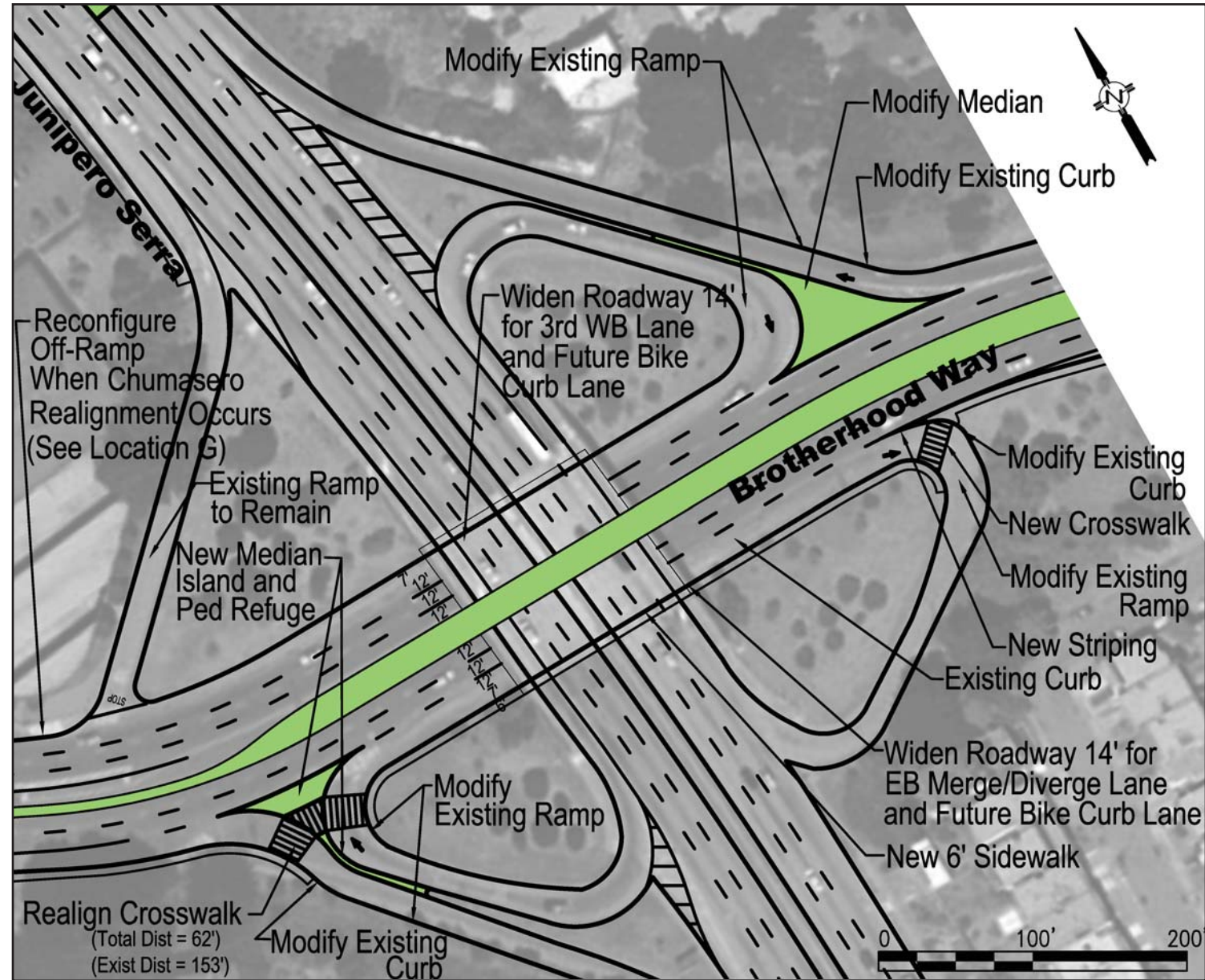


- Extend Chumasero Drive and reconfigure approach to Junipero Serra Boulevard
- Create northbound left-turn pocket by narrowing median
- Install new traffic signal with a protected left-turn phase
- Install corner bulbs at northwest and southwest corners
- Extend center medians on north leg to provide pedestrian refuge area
- Establish new crosswalk on the north side of the intersection with a pedestrian-actuated walk phase





## F - Junipero Serra Boulevard / Brotherhood Way

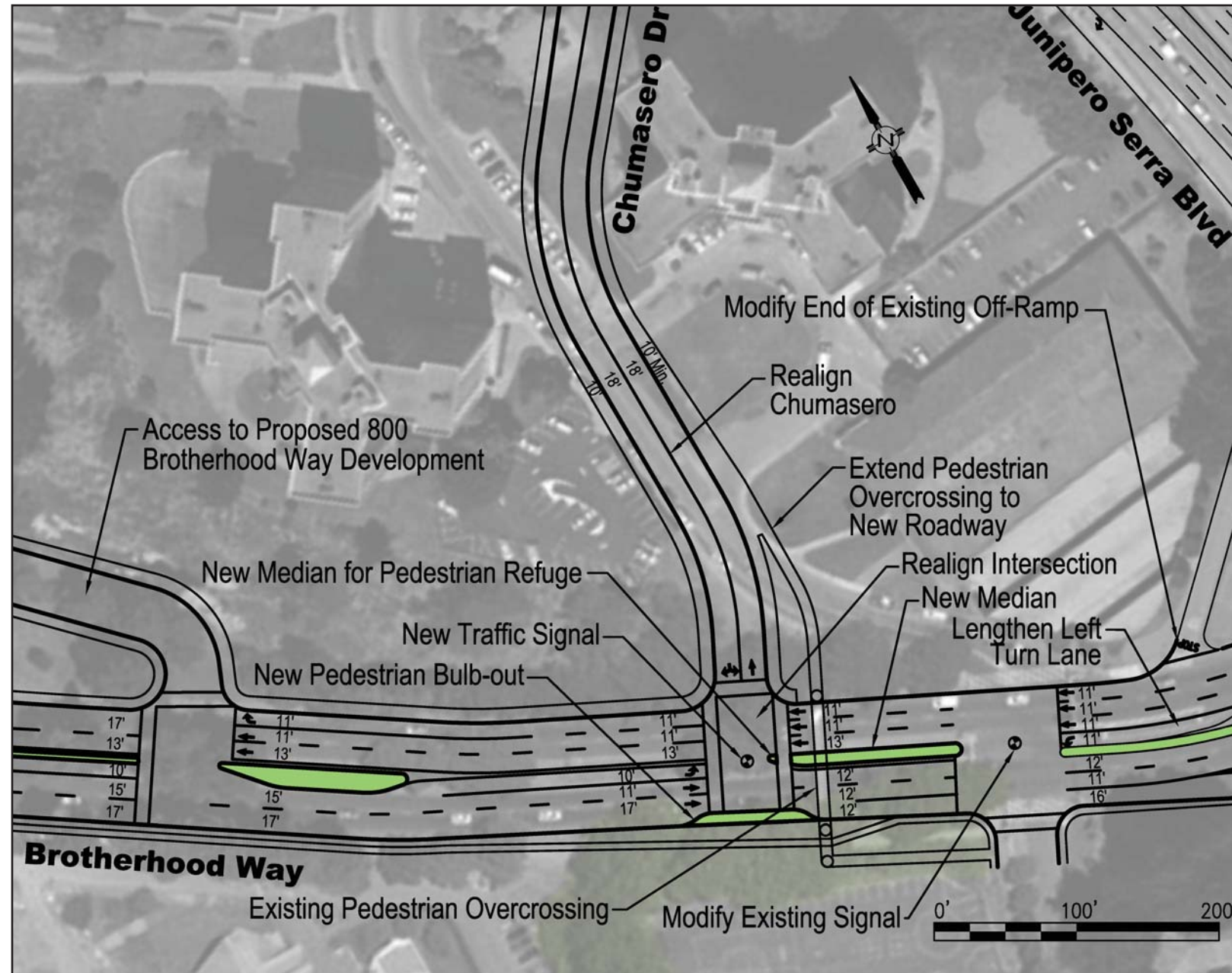


- Create third eastbound Brotherhood Way lane between off-ramp and on-ramp for merge/diverge movements
- Create third westbound Brotherhood Way lane to the west of the on-ramp which continues through Chumaseo Drive
- Reconfigure on-ramp and off-ramp junctions to Brotherhood Way
- Install sidewalk on the south side of the underpass
- Restripe crosswalks along south side of underpass (across the southbound on-ramp, southbound off-ramp and northbound on-ramp)





## G - Brotherhood Way / Chumasero Drive Intersection

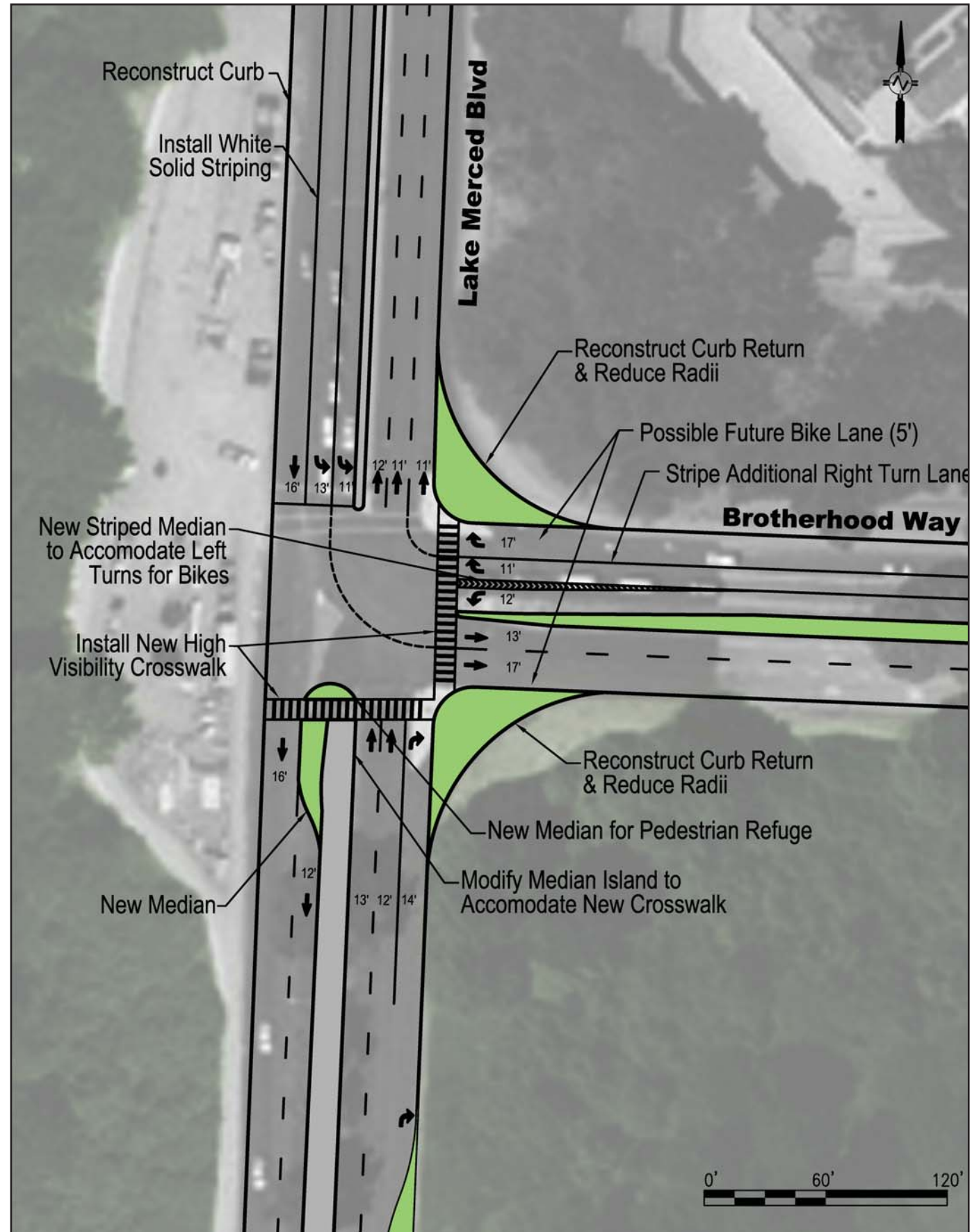


- Reconfigure Chumasero Drive approach to Brotherhood Way, shifting approximately 200 feet west to establish two "T" intersections
- Extend third westbound Brotherhood Way lane; lane is continued west to become a right-turn only lane into 800 Brotherhood Way site
- Lengthen westbound left-turn pocket into Thomas More Drive
- Restripe northbound Thomas More Drive to provide separate right-turn and left-turn lanes
- Install new traffic signal coordinated with adjacent signal at Brotherhood Way / Thomas More Drive
- Establish new crosswalks for west, north and east legs with pedestrian walk phases
- Connect existing pedestrian bridge to new Chumasero Drive sidewalks

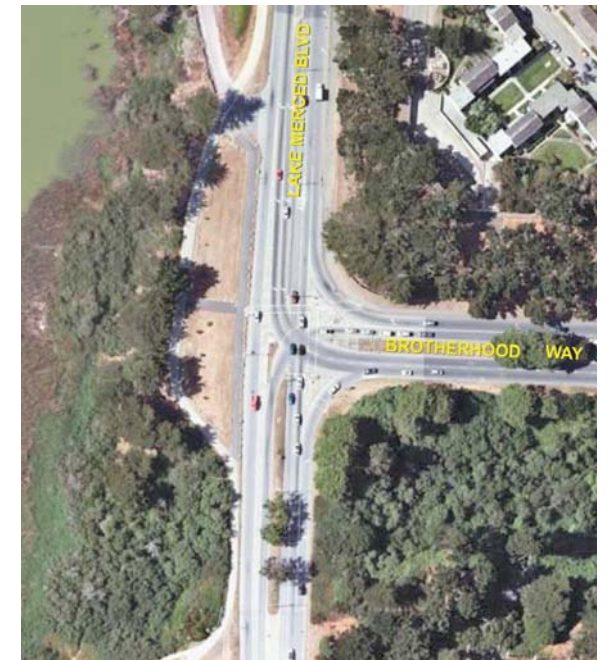




## H - Lake Merced Boulevard / Brotherhood Way Intersection

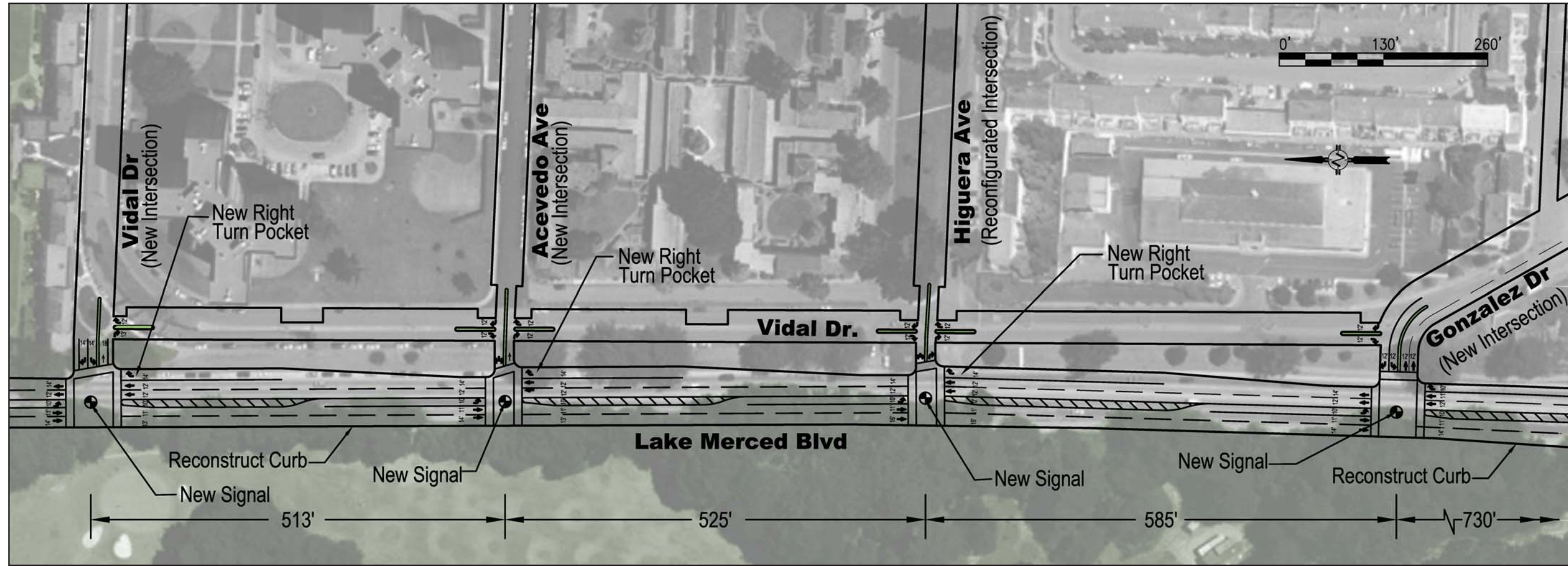


- Eliminate channelized right-turn from westbound Brotherhood Way to northbound Lake Merced Boulevard
- Eliminate channelized right-turn from northbound Lake Merced Boulevard to eastbound Brotherhood Way
- Restripe westbound Brotherhood Way approach to provide two right-turn lanes and one left-turn lane
- Establish painted median between right-turn and left-turn lanes on westbound Brotherhood Way
- Establish a third northbound Lake Merced Boulevard receiving lane
- Relocate crosswalk from north side to south side of the intersection with a pedestrian-actuated walk phase
- Restripe crosswalk for west leg and provide a pedestrian-actuated walk phase
- Extend center median on south leg to provide pedestrian refuge area
- Extend curb on west side of street





I – Lake Merced Boulevard at Vidal Drive / Acevedo Avenue / Higuera Avenue / Gonzalez Drive



- Create three new intersections along Lake Merced Boulevard
- Install new traffic signals at each intersection
- Establish northbound right-turn pockets and southbound left-turn pockets at each intersection
- Establish new crosswalks for south, west and north legs with pedestrian-actuated walk phases
- Extend center medians on south legs to provide pedestrian refuge areas at each intersection
- Extend curb on west side of street





# PARKMERCED

San Francisco Planning Commission :  
Traffic and Transit Overview  
May 6, 2010

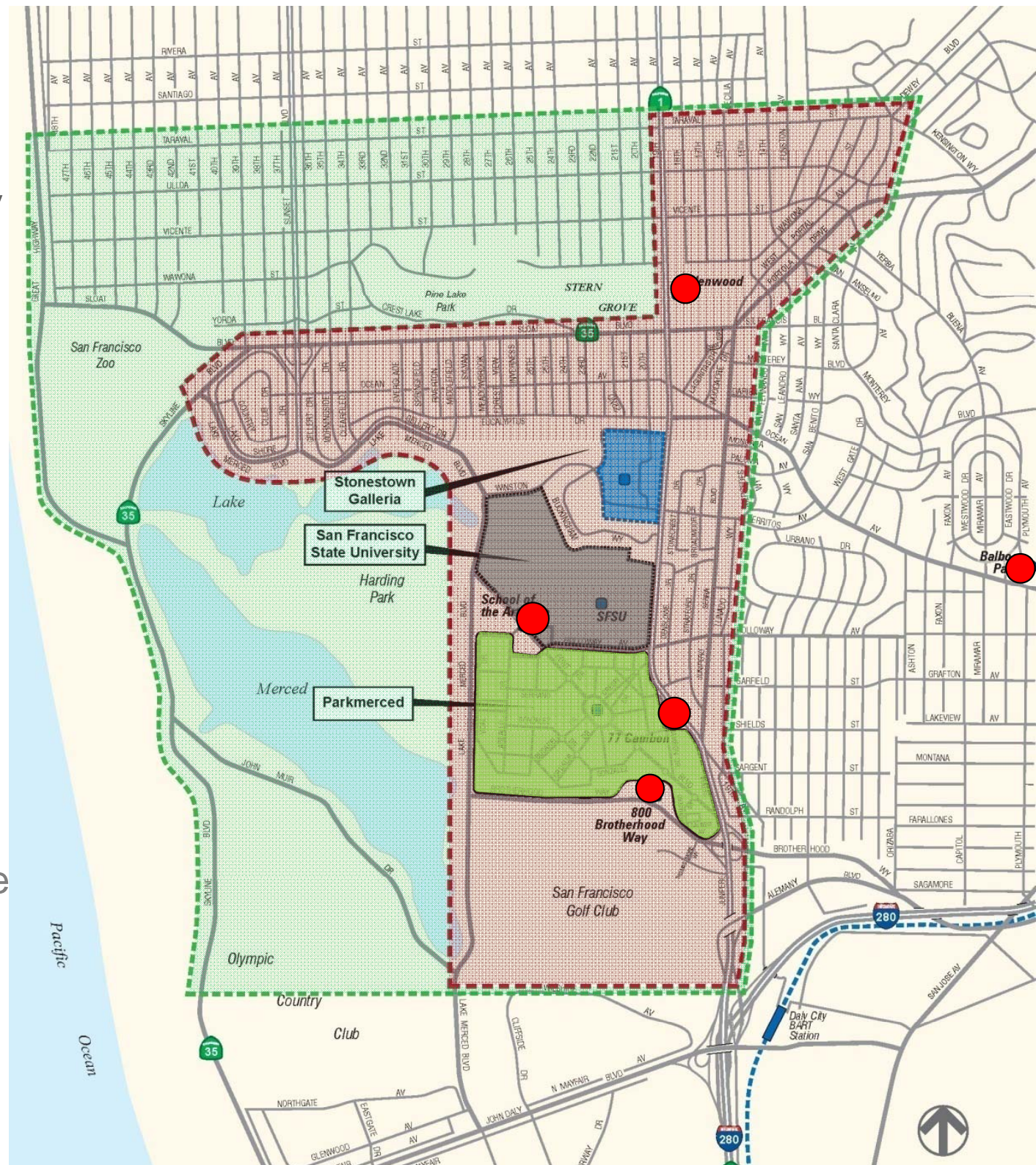




# 19th Avenue Corridor Study

## Area Covered

- SFSU
- 800 Brotherhood Way
- 77 Cambon Dr
- Ardenwood
- Stonestown
- SFUSD School of the Arts Site
- Balboa Park Kragen Site
- Parkmerced



# TRAFFIC & CIRCULATION

- TIER 1 – Projected Regional Growth
- TIER 2 – Tier 1 + Identified Development Projects
- TIER 3 – Tier 2 + Publicly Proposed Transportation Improvements
- TIER 4 - Tier 3 + Privately Proposed Transportation Improvements
- TIER 5 – Tier 4 + Long Term Infrastructure Improvements



# TIER 2

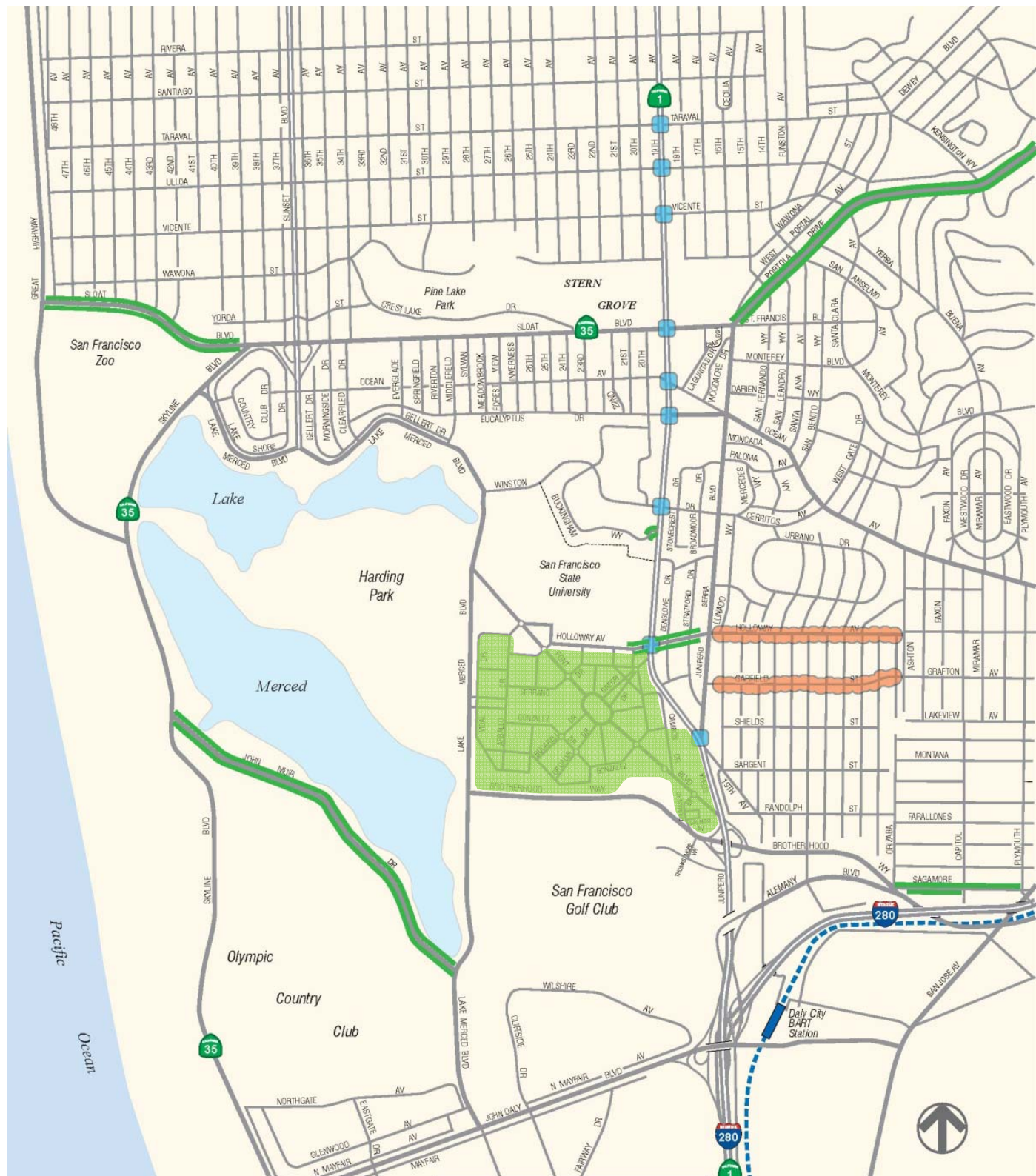
## Identified Development Projects

- SFSU
- 800 Brotherhood Way
- 77 Cambon Dr
- Ardenwood
- Stonestown
- SFUSD School of the Arts Site
- Balboa Park Kragen Site
- Parkmerced



# TIER 3

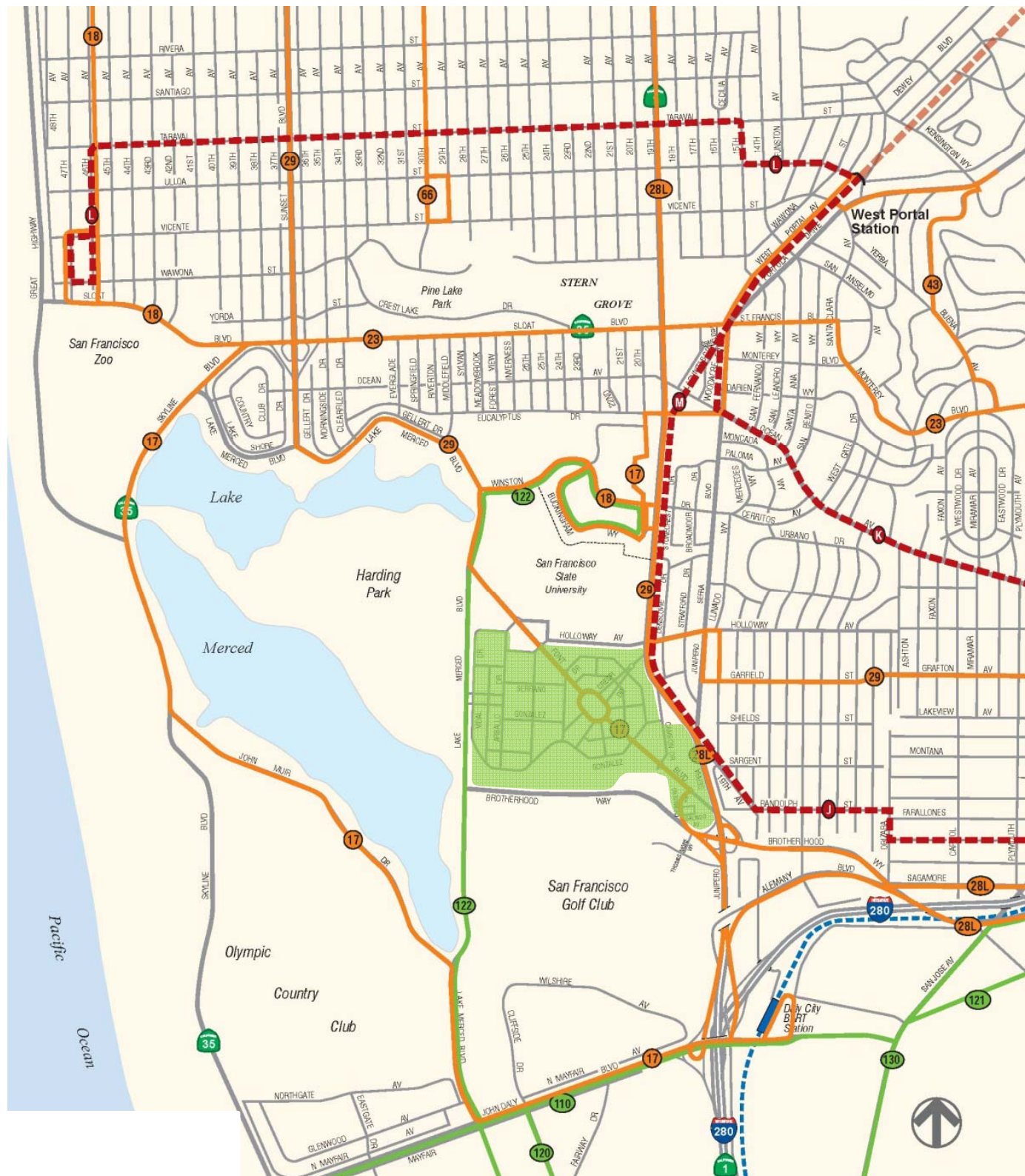
## Publicly Proposed Roadway Improvements





# TIER 3

## Publicly Proposed Transit Improvements



# TIER 4

## Privately Proposed Improvements

- Intersection Improvements
- MUNI Realignment









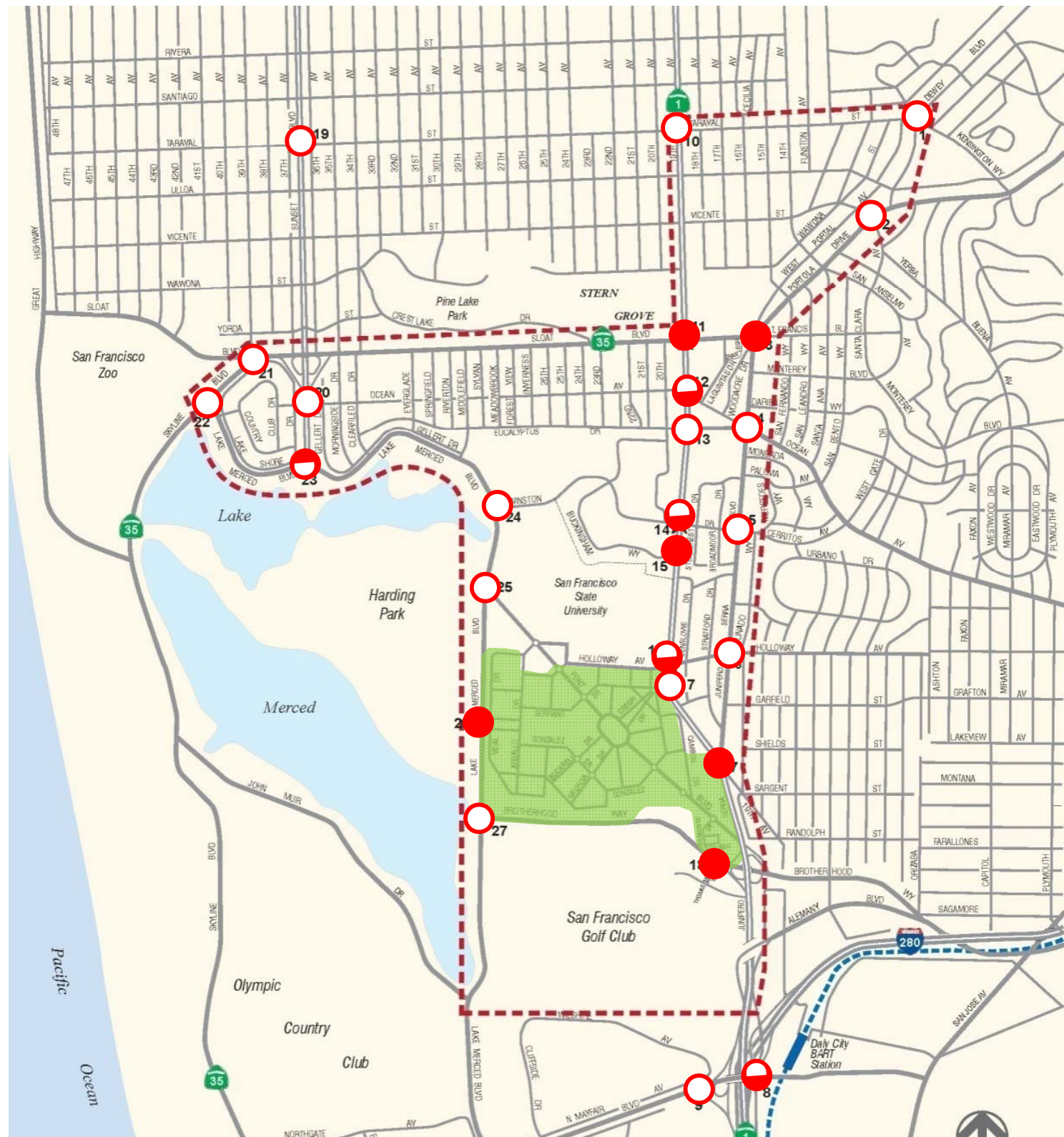
# TIER 4C – Reroute M thru Parkmerced



# EXISTING INTERSECTION PERFORMANCE

No. of Intersections  
with Unacceptable LOS  
AM 7  
PM 11

-  Unacceptable AM
-  Acceptable PM
-  Unacceptable AM/PM
-  Acceptable AM/PM










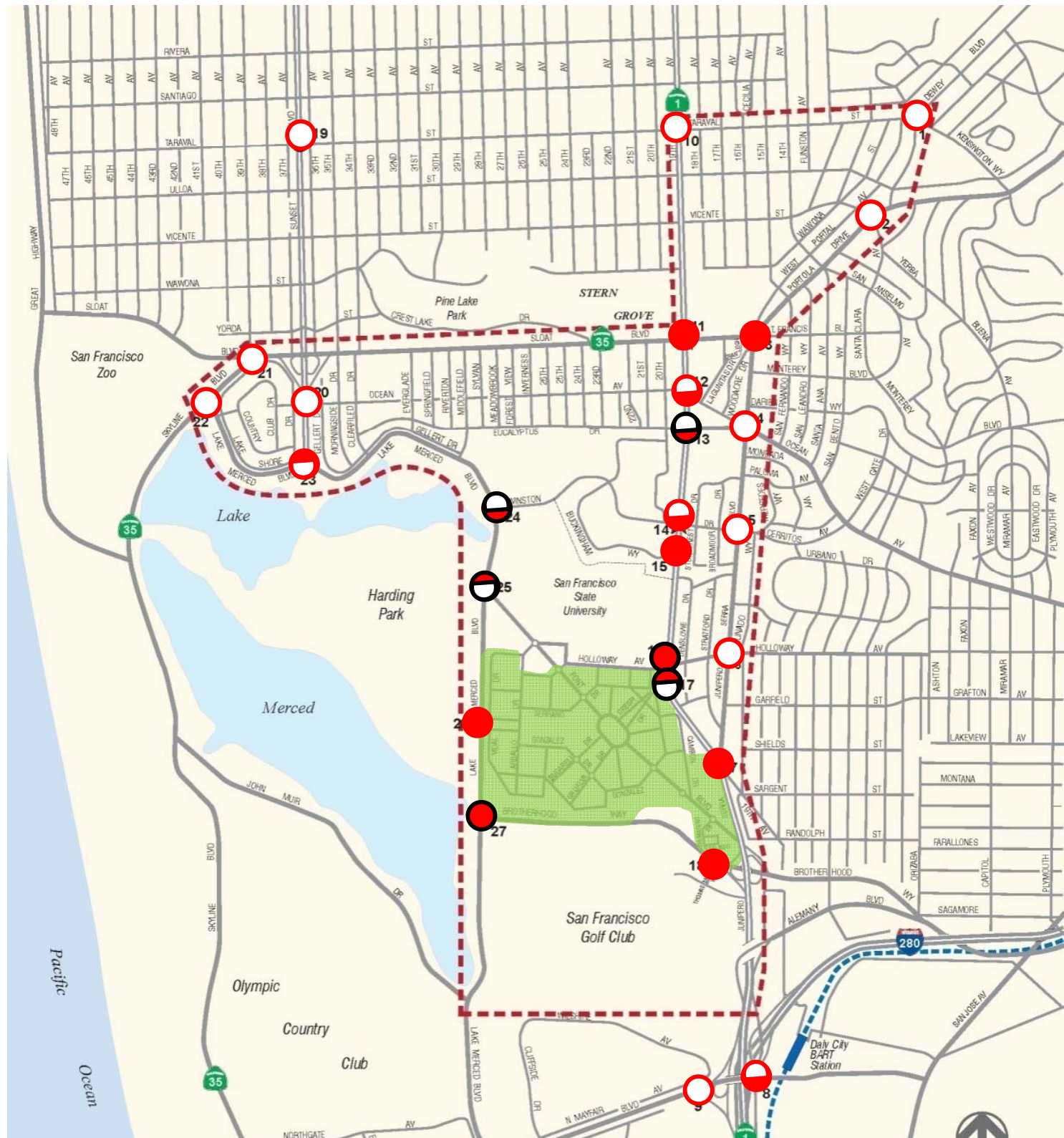


# TIER 1

## Background Growth

No. of Intersections with Unacceptable LOS  
AM 12  
PM 15

-    Worse LOS vs. Existing
-  Unacceptable AM
-  Acceptable PM
-  Unacceptable AM/PM
-  Acceptable AM/PM





# TIER 2

Background Growth  
+  
Projects with No Improvements

No. of Intersections with Unacceptable LOS  
AM 14  
PM 20

- Worse LOS vs. Previous Tier
- ◐ ◑ Worse LOS vs. Existing
- ◐ Unacceptable AM
- ◑ Acceptable PM
- Unacceptable AM/PM
- Acceptable AM/PM











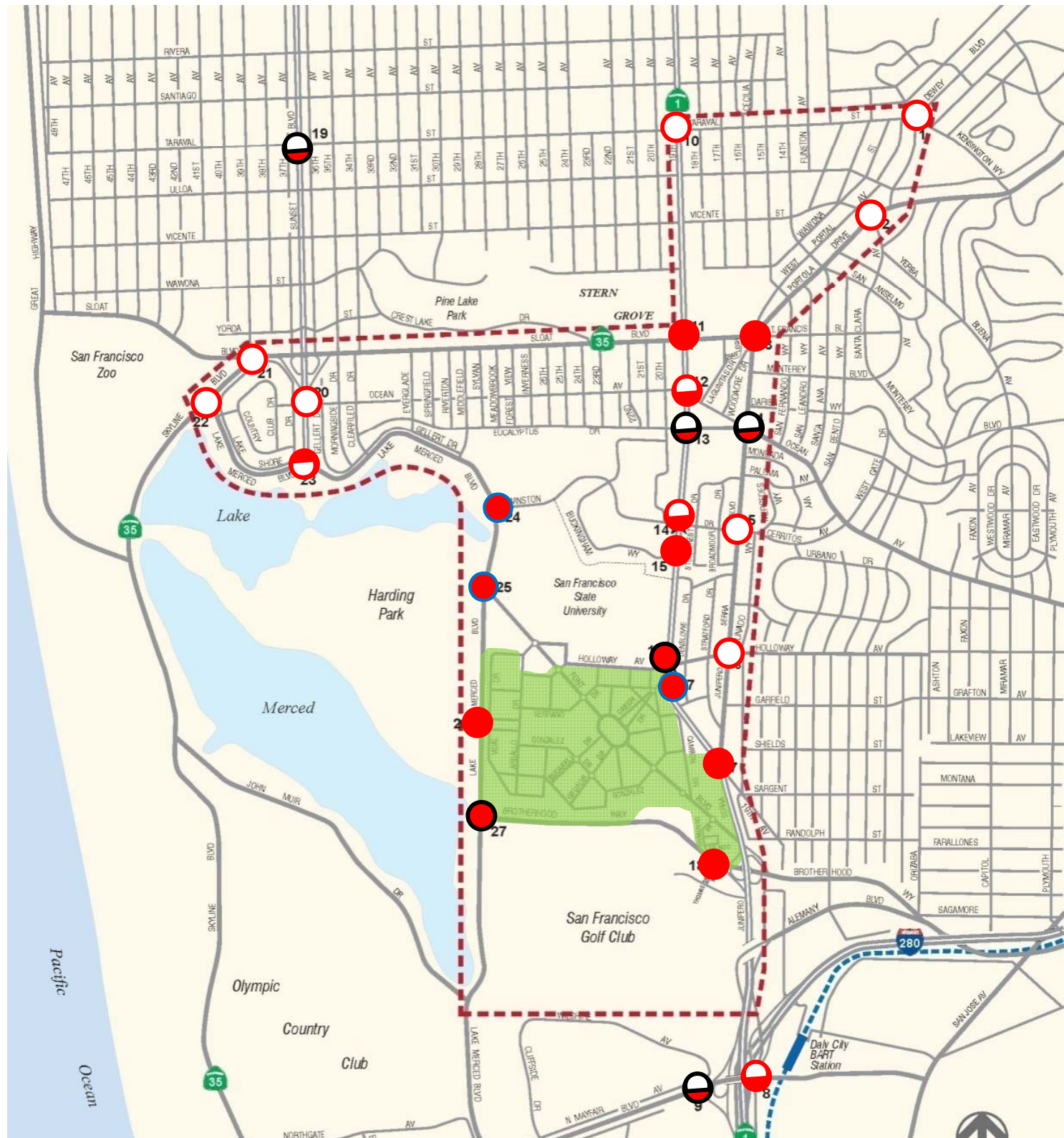


# TIER 3

Background  
Growth  
+  
Projects  
+  
City  
Improvements

No. of Intersections  
with Unacceptable LOS  
AM 14  
PM 20

-  Worse LOS vs. Previous Tier
-    Worse LOS vs. Existing
-  Unacceptable AM
-  Acceptable PM
-  Unacceptable AM/PM
-  Acceptable AM/PM










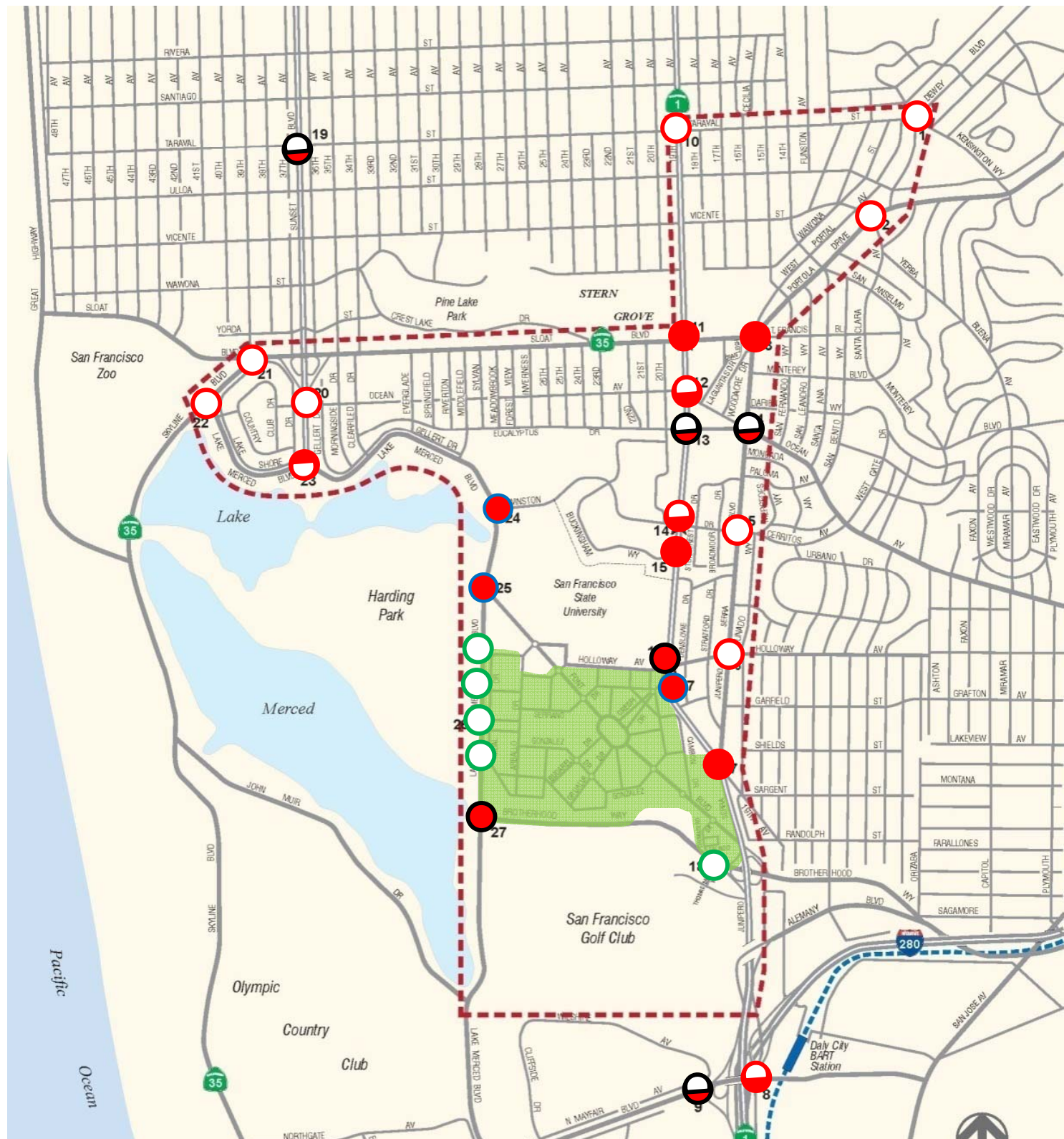


# TIER 4

Background  
Growth  
+  
Projects  
+  
City  
Improvements  
+  
Project  
Improvements

No. of Intersections  
with Unacceptable LOS  
AM 12  
PM 19

-  Improved LOS vs. Previous Tier
-  Worse LOS vs. Previous Tier
-  Worse LOS vs. Existing
-  Unacceptable AM
-  Acceptable PM
-  Unacceptable AM/PM
-  Acceptable AM/PM





# INTERSECTION RESULTS

## Unacceptable Level of Service

	Tier 1 Background Growth	Tier 2 + Projects	Tier 3 + City Improvements	Tier 4 + Project Improvements
AM	12	14	14	12
PM	15	20	20	19
Weekend	3	5	6	6

## TIER 5 PROCESS

1. Work with the community to identify priorities and goals for an improved 19<sup>th</sup> Avenue corridor.
2. Establish certainty and project / public agency commitments, as informed by Tiers 1-4.
3. Refine solutions with transportation experts and community input.
4. Leverage commitments to build a better transportation network, maximizing local, state & federal resources.
5. Outline an implementation, phasing & funding strategy.
6. Implement the improvements.



# TIER 5

## NEW IDEAS

- Communicating Signals
- Additional Intersection Improvements
- West Side Muni
- Below Grade Muni
- ?

