

Design Guidelines for **Executive Park**

DEVELOPMENT DESIGN GUIDELINES ASSOCIATED WITH THE EXECUTIVE PARK SUBAREA PLAN AND THE EXECUTIVE PARK SPECIAL USE DISTRICT

(PLANNING CODE SECTION 249.54)



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TABLE OF CONTENTS

ΠĒ

Introduction
General Principles
Street & Block Pattern
Public Realm
Buildings & Siting
Building Features
Sustainable Development
Definitions

Introduction

Executive Park was originally conceived as a suburban office park. When the south border of San Francisco was considered outside of an urban context, this approach to land use may have made sense. However, southeast San Francisco is now slated for major transformation; this once remote section of the City will be the focal point of vibrant urban centers.

Today Executive Park is largely characterized by low lying office buildings and expansive parking lots – a condition that hinders a sense of place and connectivity. There is now the opportunity to turn the Executive Park parcels into new a new residential community better connected with the rest of the City. While residential development has commenced on portions north and east of the existing office development, the envisioned new development would better fit with this residential development.

The intent of these Design Guidelines is to guide the redevelopment of the portion of Executive Park currently occupied by office and parking. In doing so, Executive Park will become a more coherent and typically urban community. These Design Guidelines implement the Executive Park Subarea Plan and work in concert with the Executive Park Special Use District (Planning Code Section 249.54) in ensuring quality development. These Guidelines provide guidance for the following:

- 1. Laying out blocks and streets;
- 2. Creating the appropriate relationship between buildings, streets, and open spaces – topics best not left to specific quantitative controls; and
- 3. Particular circumstances unique to Executive Park.

These Guidelines are focused of directing development in the office park portion of Executive Park, the portion surrounded by Harney Way, Alana Way, and Executive Park Boulevards West, North and East.

In using these Guidelines, developers and planners are to take into consideration the intent of each topic as well as specific guidelines to ensure the overall goal is met.

GENERAL PRINCIPLES

The following general principles Urban Design inform the guidelines:

1. Livable Neighborhood Scale: New development should reflect the pedestrian-oriented character of nearby neighborhoods, and of traditional San Francisco neighborhoods in general, with small blocks, a compact, fine-grained building pattern, and good quality streets and public spaces.

2. Links to Existing Neighborhoods: Executive Park is adjacent to existing neighborhoods, and street and visual connections should be designed to connect them. Access through the site should be public and inviting, and the design of the streets, open spaces and buildings should reinforce the idea of Executive Park as an extension of the surrounding community.

3. Housing: Housing should be oriented to streets and focused on the activities of the ground level.

4. Pedestrian and Transit Orientation: New development should reflect a pedestrian-oriented community that encourages alternatives to auto ownership and usage to the greatest degree possible.

Street & Block Pattern

The intent of these Guidelines along with the Executive Park Subarea Plan and the Executive Park Special Use District is to create a connected, vibrant, high-density urban residential neighborhood. In completing the new neighborhood, the layout of blocks and streets are required to meet the following general performance criteria:

- → Reflect fine-grained block pattern typical of San Francisco; Generally, new blocks should be no larger than a typical San Francisco 200-foot by 600-foot block. Smaller blocks are encouraged. Larger blocks should provide publicly accessible pedestrian paths through the block;
- → Ensure all rights-of-way whether publicly or privately held and maintained be publicly accessible at all times;
- → Provide multiple ways of travel through the new streets for those travelling from west of Highway 101 to the Bay shoreline and the Candlestick Point State Recreation Area;
- → Anticipate future improvements to Harney Way and Alana Way, while addressing each as a major urban space;
- → Align new streets through the subject parcels with those recently completed as part of the Candlestick Cove and Top Vision developments;
- → Anticipate adjustments to the existing property lines including vacation of a portion of Thomas Mellon Circle to create regular street corners, enabling Thomas Mellon to meet Harney at a right angle, and adjusting the parcel line between lots 086 and 075 of Block 4991.

EXISTING CONDITION

The office park portion of Executive Park is currently subdivided into four large parcels which accommodates low rise buildings and substantial areas of surface parking. New residential development has introduced new street patterns to the immediate north and east. However, the expansive large lots interrupt any urban pattern or sense of connectivity.



ADJUSTMENTS

New development at Executive Park should anticipate needed adjustments to the existing block and street pattern. Specifically, anticipating the reconfiguration and widening of Harney Way, the partial vacation of Thomas Mellon Circle to create a more typical right-angle intersection, regularizing the boundary between the two large lots west of Thomas Mellon Circle, and enabling Thomas Mellon Circle to be aligned to meet Harney at a right-angle.

NEW BLOCK PATTERN

New streets are required to be introduced within the existing lot pattern to break up the scale and provide better permeability into and connectivity through the site.





Allow partial vacation of Thomas Mellon Circle

Anticipate widening of Harney Way and Alana Way

Reconfigure Thomas Mellon Circle so that it meets Harney at a right angle



GUIDELINES FOR The Public Realm

ALL STREETS

The Executive Park Subarea Plan calls for a fine grained pattern of streets and blocks. The Plan's Circulation Network (Executive Park Subarea Plan Figure 9) further calls for a mix of street and rights-of-way typologies in accordance with the individual street's role and hierarchy. The guidelines below are to assure that the streets are multi-modal in nature, and are especially designed to provide pedestrian comfort, safety, and interest. Streets (including, alleys, and paseos) may be required to be designed to incorporate stormwater management controls as required by the San Francisco Public Utilities Commission's (SFPUC) Stormwater Design Guidelines and as recommended by the City's Better Streets Plan.

- 1. The design of streets shall incorporate the principles of the City's Better Streets Plan.
- 2. Streets should be designed for multi-modal use with the street design physically reinforcing slower auto traffic speeds.
- 3. Streets internal to the site should feature narrow curb-to-curb widths, corner-bulb-outs and other features that physically calm auto traffic.
- 4. On-street parking should be provided where appropriate.



Building to be setback from property line to provide opportunities for landscaping and occupancy, and provide for a comfortable buffer

 Change in grade between front level of the dwelling and the street

Gracious front steps and stoops strongly encouraged

Furnishing zone of the sidewalk provides opportunities for permeable paving and storm water management

 Ample throughway for comfortable travel by foot

- Except for Executive Park West and the south side blockface of Alley A east of Thomas Mellon, parking access to development shall be limited to one curb cut per block face.
- 6. Crosswalks should be boldly marked.
- If streets are not publicly owned, they should be publicly accessible at all times and read visually as public streets.
- 8. Buildings should meet the street with active frontages.
- Streets should be connected to publicly accessible rights-of-way at both ends (there should be no dead-ends or cul-de-sacs), including connections to streets, alleys, pathways or open spaces.
- **10.** Streets should be designed to emphasize their use as public or common open space.
- 11. A Streetscape Master Plan shall be completed by the Project Sponsors based on the Executive Park Streetscape Master Plan 4/28/11 Draft for Review provided to the Planning Commission as part of their May 5, 2011 Commission Packet (See Docket No. 2006.0422U) under the direction of Planning Department staff. The Streetscape Master Plan shall be approved by the Director of Planning after providing the Planning Commission with a report on its completion. Each street segment within the "office park portion" (or the SUD portion) of the site shall be completed as required by Planning Commission Section 249.54(c)(15) "Streetscape and other Infrastructure Improvements" and acording to the Streetscape Master Plan. A copy of the approved Streetscape Master Plan shall be submitted with all Design Review (309.2) applications and be included in the official record of all said applications and related approvals.
- Implementation of streetscape and other infrastructure improvements should be clearly delineated amongst different phases of development. Consistent with Planning Code Section 249.54 (c)(15), Planning Commission / Planning Department approval shall incorporate conditions for each phase that clearly lays out which portions of

the Streetscape Master Plan will be constructed prior to the issuance of a Certificate of Final Completion for said phase.

- 13. Street trees should be planted according to the Streetscape Master Plan. In general, street trees should be planted every 20 feet on center. Where this spacing is not feasible due to a driveway or other obstruction, spacing elsewhere should be reduced or other means should be taken to achieve at least the same number of trees as would be provided at the 20-foot interval.
- 14. Lighting should be installed pursuant to the Streetscape Master Plan. Lighting placement should take into consideration appropriate photometric studies, the desire to reduce light pollution from the sky and light levels adequate to, but not too overly light the space being lit. Lighting can be in the form of pedestrian-oriented lights for smaller-scale streets, and where appropriate, incorporated onto adjacent buildings.
- **15.** All utilities on new streets should be placed underground.
- **16.** Where appropriate, street design shall incorporate transit facility improvements and vehicle capacity.

ALLEYS (NARROW STREETS)

"Alleys" as identified in these Guidelines and the Subarea Plan are narrow rights-of-way (approximately 40 feet wide and less), that are secondary to the street network. While they provide access to parking and loading, they are to be similarly treated as other streets in assuring easy travel by bicycle and by foot and by being pleasant spaces in their own right.

- Where provided, alleys should not only be used for service functions, but should also be designed for all uses and to be pedestrian-friendly, attractive, and safe.
- 2. Like all other streets, alleys should be designed to encourage slow auto movement; strategies to achieve this include single-surface paving, alternative paving materials, bulb-outs, chicanes, landscape elements and the like.

PASEOS

Paseos, or pedestiran pathways, are either rights-of-way that do not allow auto access or allow public pedestrian access across blocks. Their public nature is to be emphasized as to not give the impression of restricted access. If pathways are not publicly owned, they should be publicly accessible at all times and read visually as public rights-of-way.

- 1. There should be no gates on paseos at any time.
- 2. Paseos should be connected to publicly accessible rights-of-way at both ends (there should be no dead-ends), including connections to streets, alleys, pathways or open spaces.
- **3.** Paseos should have active frontage wherever possible.
- 4. For paseos in residential zones, townhome-style individual residential entries are encouraged on pathways wherever possible. In commercial zones, active retail frontage on pathways is encouraged.
- 5. Paseos should be well lit with downward facing, pedestrian-scale lighting.
- 6. Street furniture, seating areas, alternative paving materials, landscaping, and pedestrian amenities must meet or exceed plan requirements. Pathways should have a minimum sustained width of 20 feet.

PUBLIC OPEN SPACE

"Public Open Space" outside of the Bayview Hillside open space, as shown in Figure 10 of the Subarea Plan should be intimate in scale and tie fluidly into the street network. As a part of the public realm network, the proposed open spaces are to increase the sense of connectivity, access and permeability between the established neighborhoods and the shoreline open space. The small intimate urban spaces should complement the expansive nature-oriented open spaces on either side of the neighborhood.

- 1. Maximize public open space to serve the site and neighboring communities.
- 2. Open space should be provided in cohesive, usable spaces that become an organizing principle for surrounding development, not in the left over spaces between buildings.
- 3. Open spaces should be part of a larger network of pedestrian connections that help lead residents and visitors through the neighborhood and connect to larger City and regional open space resources such as Bayview Hill Open Space and Candlestick Point State Recreation Area.
- 4. The development's provision of open space should emphasize public space over private space. Open space should be visually and physically accessible to the pubic from at least one, and preferably more, streets, alleys, or paths, with the interior of the open space visible from the street. It should not be gated.
- Designated public open spaces should be active, accessible and safe. Open spaces should be publicly accessible at all hours; security fences and gates should not be used in the design of public open spaces.
- 6. Open spaces should be designed with their programming intent in mind; programming for the blocks surrounded by Executive Park Boulevard, Alana, and Harney could include seating for cafés, overlooks, seating for awaiting transit.



FIGURE A: OPEN SPACE DIAGRAM The open space program for Executive Park is to tie together and provide connectivity between existing major open space resources while including small urban parks or plazas at key gateway locations including those that offer the site's best public views.

- 7. The design of open spaces should be integral to the design of adjacent building frontages (i.e. buildings with commercial frontages could feature open space for restaurant seating; buildings with residential frontages could feature open space with a small tot lot).
- 8. Open spaces should be at the same grade as building immediately adjacent to them.
- Open Spaces should be scaled relative to the size of the adjacent buildings and to the programming planned for them.
- Neighborhood parks and open space should include softscape elements, such as open grassy areas, shrubs or flowers, trees for shade or ornamentation, and water features should be incorporated.
- Whenever possible, landscaping should be planted in the ground, and not in above ground planters; soil depth should be deep enough to ensure the health of plantings including major trees.

- 12. Open space shall be designed to help manage stormwater runoff from streets or private parcels with best management practice (BMP) such as permeable paving, rain gardens, retention ponds, and bioswales.
- **13.** Open spaces should be sited so that they receive maximum sun throughout the day and year.
- 14. Open spaces should be sited to be sheltered from prevailing winds or designed with features such as wind breaks that mitigate wind.
- **15.** Open spaces should be well lit with downward-facing, pedestrian-scale lighting.
- **16.** Landscaping is required to be water efficient per the Water Efficient Irrigation Ordinance.

Buildings and Siting

OVERALL SITE

The overall Executive Park neighborhood should create an exciting built form when seen from a distance, and with an intimate, fine grained scale to the pedestrian when experienced from the street.

- 1. Buildings should define and highlight corners, important public spaces, and public vistas such as street terminations.
- 2. Buildings over 85 feet in height (towers) should create an overall composition that creates an attractive and dynamic southern gateway to San Francisco.
- Buildings over 85 feet in height should be slender and adequately spaced in order to allow sunlight and sky access to streets and public spaces, to preserve views through the district to San Francisco Bay and to Bayview Hill.
- **4.** When experienced close up, buildings should be human-scaled and fine grained, in the manner of a traditional San Francisco neighborhood.
- **5.** Buildings closest to the freeway should be designed to ensure adequate buffering from traffic-related emissions and noise.

RELATIONSHIP BETWEEN BUILT FORM AND PUBLIC REALM

Streets, open spaces, and buildings should relate to each other in a way that provides the overall development a sense of hierarchy, order, and orientation. Buildings and their frontages should be designed with their abutting streets, alleys, paths, and open spaces in mind and vice versa.

- Building size should be proportional to the scale of streets, alleys and pathways to allow a well-defined streetwall while still allowing adequate sun access and sky to the ground.
- 2. On residential neighborhood streets, building streetwalls should generally be no taller than the width of the right-of-way, or where there are consistent setbacks, the width between setback lines across the street from each other. _This requirement may be accepted where corner of buildings extend into

the setback pursuant to Guidelines p. 15 - no. 1 where such conditions are appropriate.

- Streetwall from residential buildings should have a height of a minimum of 50% of the right-of-way width, for 75% of the frontage. Exceptions to this guildeline may be made where public plazas are provided in front of buildings.
- 4. On alleys and paseos, the streetwall should be no more than 1. 33 times the width between streetwalls across the street from another (right-of-way width plus setbacks). Buildings may extend above this streetwall height for no more than 25% of any such alley.
- Any portion of any building taller than the streetwall height as determined above must be setback by at least 10 feet.



FIGURE B: URBAN DESIGN **These Guidelines in conjunction** with the Executive Park Subarea **Plan and Special Use District** anticipate substantial streetwalls along Harney, Alana and **Executive Park North, major** streets of the neighborhood (denoted by blue borders), while allowing for towers at key locations (denoted by purple asterisks) that assure sufficient separation to see through to the Hill and Bay while creating a coherent urban form. The Plan also calls for gateway treatments (denoted by yellow circles) at key entry points by the way of special treatment of buildings and open space. Locations for public views should be provided at these locations along Harney Way.



RESIDENTIAL NEIGHBORHOOD STREETS

The residential street typology is the most typical street type within Executive Park's interior. It is generally characterized by two travel lanes, two parking lanes and frequent narrowing at intersections (bulb-outs) and at key mid-block crossings. Sidewalk widths and furnishings are to meet the Better Streets Plan.

> The building streetwall should be proportional to the width between buildings across the street by a maximum ratio of 1:1 (streetwall height to street width). Execept as otherwise provided in these Guidelines, at least 75 percent of the streetwall along any given block must be built to a height of at least 50 percent of the width.





10 setback line etback line Building Height Streetwall above gener-ally no taller Standard Streetwall than 65-ft Height must be setback by 10-ft 5 10' 5' sb 10' 20 sb 40': ROW 50' Distance Between Streetwalls

RESIDENTIAL ALLEYS

The residential alley typology is a narrower street type that, while secondary in nature, must be improved to the same level as the other street typologies to assure a high quality pedestrian environment. Alley A will be the most direct route between Blanken and the Candlestick Point State Recreation Area.

> The building streetwall should be proportional to the width between buildings across the street by a <u>maximum</u> ratio of 1.33:1.

New rights-of-way that are 40 feet wide with five foot building setbacks of five feet can have buildings up to 68 feet along their width and meet this requirement. Building mass above the streetwall height must be setback by 10 feet.



EXECUTIVE PARK NORTH

Executive Park North Boulevard is the northern major street of Executive Park and currently serves as the gateway to new residential development to its north and east. As a key street in the development, buildings are allowed (and encouraged) to be built to 85 feet on the south side.

The location of Executive Park North and Thomas Mellon Circle has long been envisioned as the retail hub of Executive Park. Hence, Executive Park North has two contexts: a neighborhood retail context and a residential context.



For the retail context, sidewalks must be no less than 15 feet wide between curb and the building wall even if the building needs to be setback from the property line. If a parking lane is added and the curb-to-curb is widened, the sidewalk must still be a minimum 15 feet from the new curb line.



In the residential context, the required sidewalk width is no less 12 feet with a five feet setback for a total of 17 feet from the curb to the building wall. Similarly, if a parking lane is added, the building wall is to be setback by 17 feet from the new curb line.



THOMAS MELLON CIRCLE

Thomas Mellon Circle will mostly follow the "residential neighborhood street" typology of the Better Streets Plan. As a major entry into Executive Park, it is expected to handle a large proportion of cars coming and going from the new neighborhood.

> Thomas Mellon Circle will include three travel lanes and therefore a wider curb-to-curb dimension. Parking lanes may be added but sidewalks are required to be no less than 12 feet. Like throughout most of the residential streets in Executive Park, a five foot setback will be required beyond the sidewalk to allow steps and stoops and buffers between the private and public realms.



Buildings built to the 65/68 foot height limit will meet the proportional building wall limitation due to Thomas Mellon's broader width.



HARNEY WAY

Harney Way is the most important street to Executive Park. While being almost the only means of getting to and from the neighborhood, it will also be the neighborhood's most prominent and visible built edge and the major interface between it and San Francisco Bay.

Planning for Harney is challenging: the road is now planned to be significantly widened and reconfigured. The reconfiguration project will bring clear benefits to Executive Park, such as the planned inclusion of a designated facility for bus rapid transit and improved facilities for bicycles. However its widening will mean paying particular attention to the interface between it and the bordering buildings.



Harney is proposed to include five auto travel lanes (including a reversible / left-hand turn lane), two designated BRT lanes, and bike lanes. An additional travel lane could also be added in future phases if necessary. The width of the new right-of-way curb-to-curb could be as wide as 120-feet plus in some locations, extending 50-feet or more north of the current property line between Thomas Mellon and Executive Park West. Because of this, this Plan restricts development south of this expected line. As of the date of these Guidelines, the setback line (or north boundary of the revised Harney right-of-way) has not been offically surveyed, but will need to happen prior to any project approval. A tentative boundary of the revised Harney right-of-way had been established in June 2009 (refered to as City Alt. 3 - Modified 6.11.2009 -- see Docket Case No. 2006.0422MUTZ) for the sake of completing transportation studies. [Note that these Guidelines call for a minimum distance of 17-feet of building face to curb though City Alt. 3 - Modified 6.11.2009 only calls for a 10-feet sidewalk from curb to (new) propertyline.1



Buildings along Harney should setback by a minimum of 17 feet from the new curb line: 12 feet for the right-ofway sidewalk and an additional 5 feet to allow residential setbacks with individual entries. If the ground floor along Harney is established with commercial uses, the residential setback width should be used as an extra five feet of sidewalk to allow ample sidewalk room commensurate with the widened roadway.

If the lot along Harney is developed prior to the expected Harney improvements, the Harney facing building must address Harney at Harney's expected elevation. The allowed 85-feet building height is to be measured from Harney elevation, not the current elevation of the setback line.

GUIDELINES FOR Building Features and Characteristics

Buildings themselves should be designed with an organizational structure common in San Francisco, including the inclusion of a recognizable base, middle, and top, and a strong emphasis on vertical modulation.

ALL BUILDINGS

- Five foot setbacks are required for almost all streets and alleys that feature residential frontages. Setbacks are not required along Executive Park West. Where appropriate, buildings may extend to the propertyline (see definition) at corners for no more than 30-feet along eachfrontage.
- Taller buildings should include a well-defined base, middle and top.
- 3. Larger buildings must have a major change in plane, change in material, or recessed notch (minimum 3 feet deep by 4 feet wide) to break up their apparent mass. Buildings with frontages greater than 100 feet should include at least one of the above. For buildings with even longer frontages, such features should be provided for every 100 feet. For the purpose of this requirement, the change in plane or change in material must apply to the entire major building plane (apparent face). Provision of bays do not count.



FIGURE C: REQUIRED SETBACKS -- setbacks are required along most streets in Executive Park. Where retail is required at Executive Park North and Thomas Mellon Circle, sidewalk are required to be 15 feet from curb to building front, even if it means setting back from the property line.

Example of a building with well defined top, middle and base

- 4. At a finer grain, residential facades must be vertically articulated at regular increments. The increment should be on the order of 20 to 30 feet to express a consistent rhythm along the street.
- 5. Bays and balconies are permitted to project over required setbacks and where no setbacks are required, over public rights-of-way. The bay and balcony limitations of Planning Code Section 136(c)(2) apply except (1) they may be 14 feet wide along their outer most portion and do not need to be reduced to 9 feet; (2) they may not extend lower that the second floor from grade; and (3) for bays, the required 50 percent fenestration requirement can be met in any combination of the bay's walls.
- 6. Steps, stoops and porches can project into the required setbacks. Such features should be no taller than 4-feet from grade; porches and stoops should be limited to no more than 75% of setback area.
- 7. Fences and gate within setback areas are limited to a height of three feet. Railings that align porches or stoops above this height must be at least 75% open to perpendicular.
- 8. A change in vertical plane should differentiate a tower element from the rest of the building. A change in vertical plane differentiates the mass of the tower from that of adjacent buildings, focusing this massing on its base and setting it apart as a distinct building.



Examples of well modulated facades



Buildings of 100 feet or greater must include either a major change in plane or material or include a 4 foot by 3 foot notch



Buildings should be further broken down with bays, balconies, changesin-plane to reflect increment of units and rooms.

Mechanical penthouse integrated into body

of tower

- 9. Corner buildings should actively face onto both streets with pedestrian-friendly entries and similar fenestration patterns on both frontages. Creative corner treatments such as rounded or cut corners that mark the corner are strongly encouraged.
- 10. Ground-floor uses should be distinguished from the building's upper-floor uses through awnings, belt courses, materials, fenestrations, or other architectural elements.
- **11.** Large development on sloping sites should step up entries, interior floors, façade features, and the roofline with the topography of the hill at regular intervals as required under Planning Code section 260(a)(3).
- **12.** Rooftop open space including access penthouses, railings, windscreens, and other features should be sited on the roof to minimize their visibility from the street or so that their elements are fully integrated into the building's architecture and programming.
- 13. Roof design should attractively incorporate and integrate green roofing technologies (renewable energy opportunities, plantings and the collection and storage of storm water runoff,) to be compatible with roof design and use.
- 14. Bays and other projections should have a satisfying upper termination, so that they become an integral part of the structure, and don't appear superficially affixed to the facade.

Example change in vertical plan to differentiate a tower from the rest of the buildings.

Example of a corner building with active frontages and primary entry at the corner.

Retail that is regularly modulated with prominent awning and coordinated



signage.



BUILDING FRONTAGES AT PEDESTRIAN LEVEL

Buildings need to be designed with a strong understanding of how the pedestrian experiences the building at the ground level. Active uses must be incorporated into all building frontages facing residential streets, and neighborhood commercial streets, and should be incorporated on allies and pedestrian paths.

- 1. Execept for Executiv e Park West, active frontages are required on all street frontages as required and defined by Planning Code Secction 145.1
- 2. Upper-story units should connect to a lobby entry that opens directly onto the publicly accessible right-of-way.
- Buildings should have individual entries for groundfloor residential units and a prominent common lobby entry to create active frontage and a visual presence on the street. Such street entries must meet the Planning Department's guidelines for active residential entries.
- Residential balconies are strongly encouraged. Such balconies should be designed to work within the building's façade and used to help express different modulations of the building. Balconies can be inset, projecting, or a part of an upper terrace. Plantings on balconies are strongly encouraged. Romeo balconies, or non-functional balconies are



discouraged.

 Expansive blank and blind walls at the ground floor are prohibited.
Frontage should not be used for utilities, storage, and refuse collection wherever possible; where they must be on the street, they should be integrated into the overall articulation and fenestration of the façade or hidden with notched-in sidewalls perpendicular to the street.

RETAIL

Retail commercial centers are the heart of San Francisco neighborhoods. Therefore, where retail is called for in this Plan, it is essential that the design of retail frontages contribute to creating a lively and active place with an emphasis on its public interface.

- Retail entries should be designed to create transparency and a smooth transition from public to private space. In most cases, retail entries should be inset from the building wall strongly articulate the entry and to provide the public-to-private transition.
- Retail stores over 10,000 square feet, or with street frontage over 80 feet wide, should have at least 2 street-facing entrances.
- 3. Storefronts should be articulated at regular increments on the order of 20 to 30 feet to express a consistent vertical rhythm along the street.
- Ground floor retail spaces are required to be 14- feet high to allow for higher ceiling heights in commercial spaces and a more prominent retail front on the street.
- Ground floor retail frontages should be at least 60% fenestrated and 75% transparent. Mirrored or tinted windows are prohibited. Awnings should be used to mitigate sun overexposure rather than dark or mirrored glass.
- 6. Where present, retail frontages should occupy no less than 75 percent of a building frontage at the ground floor.
- 7. Where retail is located at a corner, the primary entry should be located at the corner.
- 8. Elements or features generating activity on the street, such as seating ledges, outdoor seating, outdoor displays of wares, and attractive signage are encouraged for all mixed-use buildings.

Maximizing window area in businesses along sidewalks and incorporating outdoor activity, such as restaurant seating, assures lively and welcoming public realm.

MATERIALS AND DETAILING

A building's materials and detailing are essential in ensuring that the building provides a strong sense of permanence and quality. A well thought out application of detailing also enables a building to endure over time. Materials should be durable, well coordinated across the building, and honestly applied. Special attention must be given to material at the pedestrian level.

- Architectural details, ornamentation, articulations and projections should be used to create visual interest from the street, and should create a harmonious building composition.
- Architectural details, articulations and projections should be consistent throughout the building, so that the building appears as a unified whole, and not as a collection of unrelated parts that add to the impression of bulk.
- **3.** Building facades should be articulated with a strong rhythm of vertical elements and three-dimensional detailing to cast shadow and create visual interest.
- 4. In general, windows should be vertically oriented. Smaller, equally proportioned windows should be used as accents only. Punched window (windows other than storefront or curtain wall systems) must be recessed by at least three inches from the wall plane.
- The use of exterior shading devices above the ground level at proper orientations to augment passive solar design and to provide solar control is strongly encouraged.
- 6. Physically intimidating security measures such as window grills or spiked gates should be avoided; security concerns should be addressed by creating well-lit, well-used streets and active residential frontages that encourage 'eyes on the street.
- 7. Materials should be durable and high quality. Appropriate materials include stone, masonry, ceramic tile, wood, pre-cast concrete, and high grade traditional "hard coat" stucco. Inappropriate materials include vinyl siding and lower grades of stucco. Use of stucco should be used moderately and not relied upon as the singular or major finishing material. EIFS and similar finishing systems are not permitted.



Combining a variety of good quality finishing material of wood, metal, and concrete create a rich and varied building facade.



A well executed and honest application of fundamental and durable building materials of glass and steel.



An good example of the use of brick with simply detailed windows relying on an ample recess as the major window detailing feature.

TOWERS

Towers will be the most visible and identifiable elements of Executive Park when seen from a distance. It is essential that the towers work together to form a cohesive urban form, while at the same time, exhibit the highest quality architectural design to distinguish themselves in their own right.

- 1. Buildings between above 85 feet should have a maximum 10,000 square foot floorplate, a maximum horizontal dimension of 110 feet on any building facade, and a maximum diagonal dimension of 150 feet.
- 2. The westward most tower location (Figure B) allows a tower. At this location, a building between 85 and 170 feet in height should be limited to a 10,500 square foot floorplate, a maximum horizontal dimension of 125 feet, and a maximum diagonal dimension of 150 feet.
- A minimum distance of 150 feet should be preserved between buildings at all levels above 85 feet in height.
- 4. The upper termination of buildings greater than 85 feet in height should create a visually distinctive roofline. Building terminations should be integral to the overall vertical composition and massing of the building, and should not be simply a shape appended to the top that bears little or no relation to the building's overall architectural form.

PARKING AND LOADING

The relationship between the public realm, parking and loading, and vehicular access must be carefully planned and thought out. Such auto-oriented features must be minimized so that sidewalks and streets and not overwhelmed.

- 1. The amount of parking provided should be reflective of the site's transit-oriented location; there should be enough parking to serve residents and shoppers, but not more.
- 2. On-street parking created on new public streets should be reserved exclusively for residents, visitors, and shoppers of the Executive Park neighborhood, not for commuters, people visiting for events at Candlestick Park, or long-term visitors. Parking requirements would be determined by underlying zoning.
- 3. Parking and loading should be designed to mitigate their impacts to the urban design quality of building frontages. In no case should parking and loading entries have more than 24 feet of building width dedicated to auto and loading ingress and egress per block. In no case should individual garage doors and driveways be no more than 11 feet for parking, or 12 feet for parking and loading jointly. Where appropriate, exceptions to this rule can be made along Executive Park West where such entries will serve more than one building.



4. Secure bicycle parking inside a locked gate or



Towers with varied but well considered and integrated tops.





garage should be provided in residential buildings. Commercial development should provide off-street bike racks in parking structures, parking lots, or entry plazas.

- 5. Parking is required to be below grade or substantially below grade (see definition). Underground parking facilities below streets, alleys, or other open space are required to have a minimum depth of soil to assure the ability to provide planting above the garage facility.
- 6. Separate entries for loading and parking are strongly discouraged unless a loading facility is serving more than one building.
- 7. Flexibility and creative solutions should be used

to address loading demand. Policies regarding loading should prioritize minimizing curb-cuts over providing loading under the requirements for most of the City's zoning districts. As in other transit-rich neighborhoods, there should no <u>are</u> minimum loading requirement. Loading spaces serving a building should not be required to be within the subject building, but instead should be allowed to be consolidated between buildings or in shared garages, or on the street, where appropriate. Loading spaces may be reduced in size from those proscribed in Planning Code Section 154(b), where appropriate.

 There should be no more than one parking entry (or combined parking / loading entry) per street block face, excluding Executive Park West.

GUIDELINES FOR Sustainable Development

San Francisco has made an unprecedented commitment to sustainable development. The San Francisco Public Utilities Commission requires compliance to the San Francisco Stormwater Design Guidelines. Similarly, the City has recently adopted the Green Building Ordinance, creating the most demanding sustainability requirements in the nation. The Ordinance requires developments of a certain size to meet either LEED or Green Point rated green building requirements. Of course, the City is committed to transit-oriented development, which emphasizes dense in-fill developments close to transit lines to reduce reliance on the automobile.

Executive Park is in a unique position embrace these sustainability tenants. As a neighborhood at the City's southern gateway, it has the unique ability to showcase what a green development can look like and communicate the City's overall commitment to sustainability.

Following are general tenants of green design that, in most cases, are already reflected in the City's laws. This particular set of guidelines are similar to those developed for the Visitacion Valley Design for Development. These Design Guidelines, however, strongly encourages developers to exceed these standards. Developers are encouraged to find ways to further embrace sustainability that are unique to the site, find a common aesthetic approach to sustainability that can be applied across the site, and/or participate in sustainability strategies that are being employed in nearby projects.

BUILDING PERFORMANCE

- Privately developed new construction projects and major alteration to existing buildings shall meet or exceed of the 2008 Green Building Ordinance, or the highest level of current green building standards should these be superseded. In addition, projects shall meet the Construction and Demolition Debris Recovery Program, and the and the San Francisco PUC's San Francisco Design Guidelines.
- 2. Project proposals must outline the construction materials proposed for use and should include green construction materials including, materials with high recycled content, natural or renewable materials, locally manufactured building products (within 500 miles of the site) salvaged and refurbished materials, and materials that can be reused or recycled at the end of their useful life, consistent with LEED-ND Guidelines.
- Incorporate as much demolition material on-site into the new designs as practicable, with a diversion goal of 75% on- and off-site reuse, or recycling, above and beyond the Construction and Demolition Debris Recovery Program requirements.
- Within interior building areas, use non-toxic materials (Low or No Volatile Organic Compound (VOC)) paints, sealants, adhesives, coatings and carpets.
- No added urea-formaldehyde resins should be used in new construction and renovation of existing buildings.
- 6. Where rooftop solar panels are not installed and are not greened, use roofing materials that have a Solar Reflectance Index (SRI) equal to or greater than 78 for low sloped roofs (> .2.12) and 29 for steeply sloped roofs (< 2.12) for a minimum of 75% of the roof surface of all buildings within the project.</p>

ENERGY EFFICIENCY

- 1. Insulation shall be installed in all new construction and building additions to reduce heat loss during cool months and heat gain during hot months.
- New construction shall install of Energy Star[™] appliances to increase energy efficiency and reduce energy demand for space heating and cooling, ventilation, hot water, cooking and refrigeration, laundry and lighting (including parking areas).
- New surface parking lots shall not be permitted. Other plazas and hardscape open space shall utilize paving material with a Solar Reflectance Index (SRI) of at least 29 and reduce the amount of surface area exposed to the sun.
- 4. Where consistent with the Proposed Street Network, new buildings should be oriented and designed to provide passive solar energy gain.
- Building should maximize natural lighting, including daylight through windows, skylights, and clerestories to all occupied interior spaces.
- 6. Windows should incorporate treatments to control/ improve heat loss/gain (glass type, window film, etc.). Treatments should allow for visibility from the outside (no mirror finishes, etc.).
- 7. Site design should use natural ventilation and landscaping to reduce space cooling requirements.
- 8. Encourage use of exterior shading devices above podium levels at proper orientations to augment passive solar design and to provide solar control.
- Tankless hot water heaters that deliver on-demand hot water should be considered for domestic and commercial use as an alternative to hot water tanks.

RENEWABLE ENERGY

- Design and build all necessary supporting infrastructure (including roof load calculations, roof space and orientation design, penetrations and waterproofing for panel 'stand-off' supports, mechanical room space, and electrical wiring and plumbing) for future photovoltaic systems or solar thermal water heating systems.
- Where possible, incorporate renewable energy generation should be incorporated on-site. Methods may include:
 - Turbine systems and associated equipment.
 - Photovoltaic roof panels. For photovoltaic systems, allow approximately 100-150 square feet per kilowatt of power, and reserve space in mechanical rooms for conduit, disconnect switches, and inverters. Also, include a water spigot on the roof for washing off panels and maintenance.
- Consider recovering waste energy from exhaust air, gray water and other systems.

REDUCED POTABLE WATER USE

- New construction shall specify installation of washing machines, dishwashers and other appliances that meet "Energy Star" standards.
- New construction shall specify and install low-flow sink faucets, shower heads, toilets and urinals to minimize potable water use in buildings to reduce demand on the City's water supply and wastewater systems.

- 3. New construction should install dual plumbing systems in residential and commercial structures that allow use of harvested rainwater and gray water for landscape irrigation, toilet and urinal flushing and other uses, as permitted by Health and Building Codes, to reduce the use of potable water.
- Native and low water-use vegetation that does not require permanent irrigation systems shall be used in public and private open spaces, to restrict or reduce the requirement for irrigation.
- **5.** Drip irrigation and bubblers should be installed at non-turf landscape areas to reduce water needs.
- 6. Harvested rainwater, and recycled (gray) water should be retained and used for landscape irrigation and other uses, as permitted by Health and Building Codes, rather than a potable water source.
- Native and low water-use vegetation that does not require permanent irrigation systems should be used in public and private open spaces, to restrict or reduce the requirement for irrigation.
- 8. Irrigation systems required to establish native and low water-use landscape material should be temporary, and removed within two years of installation or once new plantings are established.
- Landscape areas of 1,000 square feet or greater shall require approval from the SFPUC prior to construction and shall meet requirments of the Water Efficient Irrigation Ordinance.
- Assure potable water is not used for construction or demolition related activities as stipulated in CCSF BOS Ordinance 175-91.

RECYCLING AND WASTE

- The development shall include a post-consumer waste management plan which includes adequate space within the building envelope to store refuse (garbage), recyclable materials and compostable materials, with convenient access from each dwelling unit or group of dwelling units for periodic scheduled pickup.
- 2. Standard trash and recycling receptacles shall be located at key public locations such as street intersections, parks, transit stops, etc.

STORMWATER MANAGEMENT

- The entire area shall meet City requirements regarding stormwater management pursuant to the Stormwater Design Guidelines. A Stormwater Control Plan shall be prepared that illustrates how the site's stormwater controls will be designed to reduce water flow to the City's Combined Sewer System, treat runoff, and achieve other goals such as providing open space, and contributing to the character and aesthetic of the built environment
- 2. Where possible, seek to retain, collect, filter and reuse of rainfall, reducing water consumption and the volume of water that would be directed to the City's Combined Sewer System (CSS).
- 3. Where possible, throughout the site's ground surfaces, use surface materials with a low runoff coefficient (the rate that rainfall that contributes to runoff).
- 4. Where possible, install permeable pavement on sidewalks, pedestrian walkways and other paved surfaces to reduce storm water runoff, and allow rainfall to recharge groundwater. Pervious paving that includes the use of liners and under drains can be successfully implemented in areas where infiltration restrictions exist.

- 5. Where paved surfaces are not permeable, direct storm water flow across streets and sidewalks to bioswales or to central collection points such as cisterns or permeable areas with well-drained sands, gravels and soils with moderately coarse textures, to collect, absorb and filter rainwater.
- 6. Where possible, incorporate raingardens and/or storm water planters in sidewalk areas and off-street surface parking lots.
- Building roofs should incorporate one or more devices for rainfall collection, storage and reuse. They may include, but not be limited to:
 - Green roofs
 - Roof decks and terraces that provide equipment to harvest, filter and store rainfall.
 - Rain barrels, water cisterns installed above or below ground (if technically feasible due to remediation efforts), or other systems that can filter and store water for use on-site, rather than direct water to the City's Combined Sewer System.

Definitions

For the purposes of these design guidelines, the following definitions apply.

GENERAL: THE "SUBAREA" AND OR "SITE" (ALL PARCELS INCLUDED IN EXECUTIVE PARK)

Adjacent street frontage: Any linear frontage along a street directly abutting any side of a building, including only the nearer side of the street.

At-grade: At the level of an adjacent publicly accessible right-of-way. For sloping sites, at-grade for any given point is the midway vertical point between the line that connects the front and back lot lines, and the line that connects the two side lot lines.

Block: The area encompassed by any closed set of publicly accessible rights-of-way, also including railroad rights-of-way.

Block face: Any one side of a block.

Fine-grained: Site and building design that incorporates small blocks, narrow lots, frequent street-facing residential and commercial entrances, and a rhythmic architecture that breaks building façades into narrow modules at approximately 25 feet.

Floorplate: The amount of gross square footage on a given floor of a building. Floorplates should be measured from the exterior faces of exterior walls, including exterior columns, membranes or detached curtain walls.

Human Scale: Building, site, street and open space design of a size and character that relate to a pedestrian at ground level, as opposed to an individual in a fast moving vehicle.

Pedestrian Scale: see Human Scale.

Publicly Accessible: Open to the public at all times (unless otherwise noted), and not closed off by gates, guards, or other security measures. Publicly accessible also means that there are not overly burdensome rules for acceptable and not acceptable behavior, nor design cues that make the open space seem unwelcoming.

STREETS, ALLEYS AND PATHWAYS

Alley: A secondary right-of-way through the site, providing secondary circulation for cars, bicycles and pedestrians, as well as parking, loading and service access. Alleys may have a single shared surface for auto and pedestrian use, have minimal or no parking on the roadway, Note: For the sake of these guidelines, alleys are be wider (generally 40 feet) than how "alley" is defined by the Planning Code (less than 30 feet).

Alternative Paving Materials: Paving materials that are not traditional asphalt or concrete, including interlocking concrete pavers, pervious concrete mixes, pervious paving stones, or other materials that enhance storm water filtration and the aesthetic quality of the street or pathway, yet still function as durable roadway infrastructure.

Car-Sharing Program: A program that offers the common use of a car or other vehicle by individual members, enabling people or households to use a car for some trips while not owning, or owning fewer, cars.

Paseo (Pathway): A pedestrian and bicycle only circulation element, which may also provide access to residential or commercial uses.

Roadway: The width covered by asphalt from curb-tocurb. For roadways divided by a planted median, the roadway does not include the width of the median.

Street: A primary right-of-way through the site, providing circulation for cars, bicycles and pedestrians. Sidewalks and the roadway are separated by a curb, and there are separate lanes for parking and driving.

OPEN SPACE

Bioswale: A planted unpaved ground depression designed to collect, filter and drain storm water prior to its entry into the wider storm water system.

Greenway: A linear park useable for non-auto circulation, that also provides landscaped areas, recreational opportunities, open space and seating. A greenway may be in the form of a wide (at least 12 feet sustained), useable road median.

Plaza: An intimate, primarily hardscape open space element fronted by development and the street that provides places to sit, eat, or gather.

Public Open Space: Public open space includes neighborhood parks, plazas and greenways suitable for active and passive recreation. Sidewalk extensions and bulb-outs with seating, play and landscaped areas could also be considered public open space, if the extended area is a minimum of 12 feet wide, and is useable for active or passive recreation.

BUILDING DESIGN

Active frontage: Frontage on rights-of-way that consists of individual commercial or residential units, with entries ideally every 25 feet or less, but no more than 50 feet apart, and no significant blank or blind walls at the ground-floor or above.

Façade: The exterior surface of a building that is visible from publicly accessible rights-of-way.

Façade articulation: A major horizontal or vertical planar shift in a building's façade. *Façade projection:* A façade feature that extends forward from the main façade plane, such as a bay, column, cornice, or window molding (also referred to as obstruction).

Fenestration: Any opening in a building façade, such as windows or doors.

Podium-style Development: Style of development in which upper-floor units share one or more common lobbies, and units are linked by common corridors and a common parking garage. Podium development may also have individual townhome units at ground level.

Propertyline: For the sake of these Guidelines, a line that delineates between private lot and the public right-of-way; or between the portion of a private lot designated for development (including setback area but excluding the Harney setback area) and the portion of the lot designated by the Executive Park Plan (Subaea Plan, SUD, and these Guidelines) as publicly accessible streets or open space.

Roofscape: The visual character of the roofs as viewed from above, such as from neighboring hills.

Stepback (Upper-story): The horizontal distance between the streetwall and additional building height lessening shadow impacts and the appearance of height at ground level.

Streetwall: The height of building facades that face a publicly accessible right-of-way. Height above stepbacks is generally not considered part of the streetwall.

Substantially below grade: Most of parking is below grade (existing prior to construction); portions that penetrate existing grade are wrapped with active uses with a depth of at least 20 feet.

Townhome: Residential unit facing onto a publicly accessible right-of-way that is accessed individually.

Townhome-style Development: Style of development in which attached ground floor residential units are individually accessed from a publicly accessible rightof-way, and not solely connected by interior corridors or connected parking garages.



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