

Appendix 1: Related General Plan Policies

The Urban Design Guidelines are based on existing policies, principles, and values established in the Urban Design Element of the San Francisco General Plan. The Guidelines elaborate on those policies and other adopted policies and plans with more specific guidance to inform the shape of city-wide development. In doing so, the Guidelines reinforce the collective values of the City and County of San Francisco to ensure that buildings contribute to the overall environment in a manner that both sustains and delights.



REVIEW DRAFT
03.16.17

Guideline	Applicable Document	Policy Number, if applicable	Supporting Text
S1		Recognize and Respond to Urban Patterns	
Urban Design Element, City Pattern		POLICY 1.2	Recognize, protect and reinforce the existing street pattern, especially as it is related to topography.
Urban Design Element, City Pattern		POLICY 1.3	Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts.
Urban Design Element, City Pattern		POLICY 1.7	Recognize the natural boundaries of districts, and promote connections between districts
PRINCIPLES FOR CITY PATTERN, URBAN DESIGN ELEMENT			Tall, slender buildings at the tops of hills and low buildings on the slopes in valleys accentuate the form of the hills.
PRINCIPLES FOR CITY PATTERN, URBAN DESIGN ELEMENT			Street spaces impart a unifying rhythm to the pattern and image of the city.
PRINCIPLES FOR CITY PATTERN, URBAN DESIGN ELEMENT			Certain streets, because of unusual width or direction, are important form elements in themselves, giving identity to districts and order to the city structure.
PRINCIPLES FOR CITY PATTERN, URBAN DESIGN ELEMENT			Uninterrupted grid streets in flat areas often result in monotonous vistas.
PRINCIPLES FOR NEIGHBORHOOD ENVIRONMENT, URBAN DESIGN ELEMENT			Alleys and small streets which are usable as part of the general network of pedestrian and service ways are potential areas of activity and interest.
Site Layout, COMMERCE AND INDUSTRY ELEMENT	URBAN DESIGN GUIDELINES		The site plan of a new building should reflect the arrangement of most other buildings on its block, whether set back from, or built out to its front property lines.
Transportation Element		OBJECTIVE 25	DEVELOP A CITYWIDE PEDESTRIAN NETWORK
Transportation Element		OBJECTIVE 26	CONSIDER THE SIDEWALK AREA AS AN IMPORTANT ELEMENT IN THE CITYWIDE OPEN SPACE SYSTEM.
Transportation Element		POLICY 26.1	Retain streets and alleys not required for traffic, or portions thereof, for through pedestrian circulation and open space use.
Recreation and Open Space Element		Objective 3	IMPROVE ACCESS AND CONNECTIVITY TO OPEN SPACE
Downtown Area Plan		POLICY 10.2	Encourage the creation of new open spaces that become a part of an interconnected pedestrian network.
Rincon Hill		OBJECTIVE 3.7	Reduce the present industrial scale of the streets by creating a circulation network through the interior blocks, creating a street scale comparable to those in existing residential areas elsewhere in the city.
Transit Center District Plan		OBJECTIVE 2.2	Create an elegant downtown skyline, building on existing policy to craft a distinct downtown "hill" form, with its apex at the transit center, and tapering in all directions.
Transit Center District Plan		OBJECTIVE 2.3	Form the downtown skyline to emphasize the transit center as the center of downtown, reinforcing the primacy of public transit in organizing the city's development pattern, and recognizing the location's importance in local and regional accessibility, activity, and density.
Northeastern Waterfront		POLICY 3.1.1	Adopt heights that are appropriate for the Central Waterfront's location in the city, the prevailing street and block pattern, and the anticipated land uses, while producing buildings compatible with the neighborhood's character.
Northeastern Waterfront		POLICY 3.1.3	Relate the prevailing heights of buildings to street and alley width throughout the plan area.
Northeastern Waterfront		POLICY 3.1.4	Heights should reflect the importance of key streets in the city's overall urban pattern, while respecting the lower scale development of Dogpatch.
Executive Park Sub Area		OBJECTIVE 3	CREATE A CITY STREET PATTERN SUPPORTIVE OF AN URBAN RESIDENTIAL NEIGHBORHOOD
East SoMA		POLICY 3.1.4	Heights should reflect the importance of key streets in the city's overall urban pattern, while respecting the lower scale development that surrounds South Park and the residential enclaves throughout the plan area.
East SoMA		POLICY 3.1.8	New development should respect existing patterns of rear yard open space. Where an existing pattern of rear yard open space does not exist, new development on mixed-use-zoned parcels should have greater flexibility as to where open space can be located.
Showplace Square / Potrero		POLICY 3.1.3	Relate the prevailing heights of buildings to street and alley width throughout the plan area.
Showplace Square / Potrero		POLICY 3.1.4	Heights should reflect the importance of key streets in the city's overall urban pattern, while respecting the lower scale development on Potrero Hill.
Balboa Park Station		POLICY 5.3.3	Pedestrian routes, especially in commercial areas, should not be interrupted or disrupted by auto access and garage doors.
Balboa Park Station		Objective 6.4	respect and build from the successful established patterns and traditions of building massing, articulation, and architectural character of the area and the city.
Hunters Point Shipyard		POLICY 1.5	Acknowledge history as part of the land use and urban design plan
Hunters Point Shipyard		POLICY 3.2	Ensure a block pattern and street network that relates to adjacent neighborhood, is coherent, and provides the development with organization and orientation
S2		Harmonize Relationships between Buildings, Streets, and Open Spaces	
Urban Design Element, City Pattern		POLICY 2.6	Respect the character of older development nearby in the design of new buildings.
PRINCIPLES FOR CITY PATTERN, URBAN DESIGN ELEMENT			Strong and organized development adjacent to parks creates an effective contrast and makes the street space between the two a pleasing space to be in.
PRINCIPLES FOR CITY PATTERN, URBAN DESIGN ELEMENT			Wide streets with low and/or scattered buildings are poorly defined and do not contribute to an orderly city pattern and image.
PRINCIPLES FOR CITY PATTERN, URBAN DESIGN ELEMENT			Green space closing a street provides an accent on an upper slope or top of hill.
Site Layout, COMMERCE AND INDUSTRY ELEMENT	URBAN DESIGN GUIDELINES		New development should respect open space corridors in the interior of blocks and not significantly impede access of light and air nor block views of adjacent buildings.
Site Layout, COMMERCE AND INDUSTRY ELEMENT	URBAN DESIGN GUIDELINES		On irregularly shaped lots, through-lots or those adjacent to fully-built lots, open space located elsewhere than at the rear of a property may improve the access of light and air to residential units.
Scale, Height and Bulk. Commerce & Industry Element	URBAN DESIGN GUIDELINES		The height and bulk of new development should be designed to maximize sun access to nearby residential open space, parks, plazas, and major pedestrian corridors.
Downtown Area Plan		OBJECTIVE 13	CREATE AN URBAN FORM FOR DOWNTOWN THAT ENHANCES SAN FRANCISCO'S STATURE AS ONE OF THE WORLD'S MOST VISUALLY ATTRACTIVE CITIES.
Downtown Area Plan		POLICY 13.1	Relate the height of buildings to important attributes of the city pattern and to the height and character of existing and proposed development.

Downtown Area Plan	POLICY 13.2	Foster sculpturing of building form to create less overpowering buildings and more interesting building tops, particularly the tops of towers. (See Figures 2 and 3 on page 30)
Downtown Area Plan	POLICY 16.1	Conserve the traditional street to building relationship that characterizes downtown San Francisco.
Chinatown	POLICY 1.3	Retain Chinatown's sunny, wind-free environment
Van Ness Avenue	POLICY 5.1	Establish height controls to emphasize topography and adequately frame the great width of the Avenue.
Van Ness Avenue	POLICY 6.3	Incorporate setbacks and/or stepping down of building form on new developments — and major renovations when necessary — to increase sun exposure on sidewalks.
Rincon Hill	OBJECTIVE 3.2	Develop a distinctive skyline form for Rincon Hill that compliments the larger form of downtown, the natural landform, and the waterfront and the Bay, and responds to existing policies in the Urban Design Element.
Northeastern Waterfront	POLICY 3.1.2	Development should step down in height as it approaches the Bay to reinforce the city's natural topography and to encourage an active and public waterfront.
Northeastern Waterfront	POLICY 3.2.4	Strengthen the relationship between a building and its fronting sidewalk
Western SoMA	POLICY 5.3.4	Strengthen the relationship between a building and its fronting sidewalk
Mission	POLICY 3.1.3	Relate the prevailing heights of buildings to street and alley width throughout the Plan Area.
Mission	POLICY 3.2.4	Strengthen the relationship between a building and its fronting sidewalk.
Showplace Square / Potrero	POLICY 3.2.4	Strengthen the relationship between a building and its fronting sidewalk.
Glen Park	OBJECTIVE 2	ENSURE THE COMPATIBILITY OF NEW DEVELOPMENT WITH THE FORM AND CHARACTER OF GLEN PARK
S3	Recognize and Enhance Local Variations	
Housing Element	OBJECTIVE 11	RECOGNIZE THE DIVERSE AND DISTINCT CHARACTER OF SAN FRANCISCO'S NEIGHBORHOODS
Civic Center	POLICY 1.1	Emphasize key public buildings, particularly City Hall, through visually prominent siting.
Northeastern Waterfront	POLICY 3.2.5	Building form should celebrate corner locations.
East SoMA	POLICY 3.2.5	Building form should celebrate corner locations
Mission	OBJECTIVE 3.1	PROMOTE AN URBAN FORM THAT REINFORCES THE MISSION'S DISTINCTIVE PLACE IN THE CITY'S LARGER FORM AND STRENGTHENS ITS PHYSICAL FABRIC AND CHARACTER
Mission	POLICY 3.2.5	Building form should celebrate corner locations
Mission	POLICY 3.2.8	Recognize the distinctive Mission murals and expand the opportunities for new murals as well as other public art by providing space such as visible and publicly accessible walls in new construction adjacent to or near the murals to allow for these art traditions to thrive and continue, and by ensuring new construction does not obstruct, demolish, damage or otherwise diminish the Mission murals and other public art.
Showplace Square / Potrero	POLICY 3.2.5	Building form should celebrate corner locations
Balboa Park Station	OBJECTIVE 5.4	CREATE AN SPACE SYSTEM THAT BOTH BEAUTIFIES THE NEIGHBORHOOD AND STRENGTHENS THE ENVIRONMENT.
Balboa Park Station	POLICY 6.4.1	Urban design guidelines should ensure that new development contributes to and enhances the best characteristics of the plan area.
S4	Create, Protect, and Support View Corridors	
PRINCIPLES FOR CITY PATTERN, URBAN DESIGN ELEMENT		Views from roadways that reveal major destinations or that provide overlooks of important routes and areas of the city assist the traveler in orientation.
PRINCIPLES FOR CITY PATTERN, URBAN DESIGN ELEMENT		Open spaces with direct views down streets have a greater sense of spaciousness and can be seen more easily from a distance.
PRINCIPLES FOR CITY PATTERN, URBAN DESIGN ELEMENT		Hilltop roads and open spaces provide panoramic views of adjacent buildings as far enough below the viewpoint.
PRINCIPLES FOR CITY PATTERN, URBAN DESIGN ELEMENT		Highly visible open space presents a refreshing contrast to extensive urban development.
PRINCIPLES FOR MAJOR NEW DEVELOPMENT. URBAN DESIGN ELEMENT		Building siting and massing with respect to street pattern influence the quality of views from street space.
Van Ness Avenue	POLICY 5.4	Preserve existing view corridors.
Rincon Hill	OBJECTIVE 3.4	Preserve views of the bay and the Bay Bridge from within the district and through the district from distant locations, which are among the most impressive in the region
Rincon Hill	OBJECTIVE 3.5	Maintain view corridors through the area by means of height and bulk controls that insure carefully spaced slender towers rather than bulky, massive buildings.
Rincon Hill	POLICY 3.7	Maintain and reinforce views of the Bay Bridge and views of downtown as seen from the Bay Bridge
Transit Center District Plan	OBJECTIVE 2.7	ENSURE ARTICULATION AND REDUCTION TO THE MASS OF THE UPPER PORTIONS AND TOPS OF TOWERS IN ORDER TO CREATE VISUAL INTEREST IN THE SKYLINE AND HELP MAINTAIN VIEWS.
Northeastern Waterfront	POLICY 3.1.5	Respect public view corridors
Northeastern Waterfront	POLICY 10.2	Preserve and create view corridors which can link the City and the Bay
Northeastern Waterfront	POLICY 10.11	Maintain and enhance existing grade level view corridors to the Bay...
Northeastern Waterfront	POLICY 10.25	Maintain and enhance existing grade level view corridors to the Bay
Executive Park Sub Area	POLICY 7.1	Preserve public views of the bay from the neighborhood and through the neighborhood from key distinct public locations.
Western SoMA	POLICY 5.3.1	Respect public view corridors. Of particular interest are the east-west views to the bay or hills, and several views towards the downtown.
East SoMA	POLICY 3.1.5	Respect public view corridors. Of particular interest are the east-west views to the bay or hills, and several views towards the downtown
Showplace Square / Potrero	POLICY 3.1.5	Respect public view corridors. Of particular interest are the east-west views to the bay or hills, and several north-south views towards downtown and Potrero Hill.
S5	Create a Defined and Active Streetwall	
Urban Design Element, City Pattern	POLICY 1.8	Increase the visibility of major destination areas and other points for orientation.
Downtown Area Plan	POLICY 16.2	Provide setbacks above a building base to maintain the continuity of the predominant streetwalls along the street.
Van Ness Avenue	POLICY 5.2	Encourage a regular street wall and harmonious building forms along the Avenue

Van Ness Avenue	POLICY 5.3	Continue the street wall heights as defined by existing significant buildings and promote an adequate enclosure of the Avenue.
Rincon Hill	OBJECTIVE 3.10	Relate the height and bulk of podium buildings to the width of the street, to define a consistent streetwall and ensure adequate sun and sky access to streets and alleys.
Rincon Hill	POLICY 3.10	Provide a consistent 45 to 85 foot streetwall to clearly define the street. See Map 7 for appropriate podium heights for each location within the district
Executive Park Sub Area	POLICY 6.1	Provide a consistent streetwall that defines the street as a useable, comfortable civic space.
Market Octavia	Building Massing and Articulation	Most new buildings should be built to all property lines facing public rights-of-way.
East SoMA	POLICY 3.2.1	Require high quality design of street-facing building exteriors
Mission	POLICY 3.2.1	Require high quality design of street-facing building exteriors.
Showplace Square / Potrero	POLICY 3.2.1	Require high quality design of street-facing building exteriors.
S6	Organize Uses to Complement the Public Environment	
Transportation Element	POLICY 34.5	Minimize the construction of new curb cuts in areas where on-street parking is in short supply and locate them in a manner such that they retain or minimally diminish the number of existing on-street parking spaces.
Transportation Element	POLICY 40.3	Off-street loading facilities and spaces in the downtown area should be enclosed and accessible by private driveways designed to minimize conflicts with pedestrian, transit, bicycle and automobile traffic
Chinatown	POLICY 4.1	Protect and enhance neighborhood serving character of commercial uses in predominantly residential areas.
Rincon Hill	OBJECTIVE 3.9	Minimize the visual impacts of residential parking, loading, utilities and services on the neighborhood
Rincon Hill	POLICY 3.8	Step the height of buildings down approaching the Embarcadero so as to acknowledge the meeting of land and water.
Transit Center District Plan	POLICY 2.17	Require major entrances, corners of buildings, and street corners to be clearly articulated within the building's streetwall.
Market Octavia	Building Massing and Articulation	Buildings on sloping sites should follow the slope to reinforce and accentuate the city's natural topography and maintain a strong relationship to the street.
S7	Integrate Common Open Space and Landscape with Architecture	
Urban Design Element, City Pattern	POLICY 1.4	Protect and promote large-scale landscaping and open space that define districts and topography.
Urban Design Element, City Pattern	POLICY 4.12	Install, promote and maintain landscaping in public and private areas.
PRINCIPLES FOR NEIGHBORHOOD ENVIRONMENT, URBAN DESIGN ELEMENT		The livability, amenity and character of residential areas are greatly enhanced by trees, more so than by any other single element.
PRINCIPLES FOR NEIGHBORHOOD ENVIRONMENT, URBAN DESIGN ELEMENT		In areas where houses have no front yards, a sense of nature can be provided by planting in the sidewalk area.
PRINCIPLES FOR NEIGHBORHOOD ENVIRONMENT, URBAN DESIGN ELEMENT		Planting and paving treatment in alleys, coupled with active uses in the adjacent buildings, form, in effect, a commercial promenade.
Landscaping and Street Design, Commerce & Industry Element	URBAN DESIGN GUIDELINES	Street trees should be provided in each new development. If a district tree planting program or streetscape plan exists, new development should be landscaped in conformity with such plans. In places where tree planting is not appropriate due to inadequate sidewalk width, interference with utilities, undesirable shading, or other reasons, other means such as window boxes, planter boxes or trellises may be chosen.
Downtown Area Plan	POLICY 11.2	Introduce elements of the natural environment in open space to contrast with the built-up environment.
Transit Center District Plan	POLICY 2.27	Encourage the use of green, or "living", walls as part of a building design in order to reduce solar heat gain as well as to add interest and lushness to the pedestrian realm.
Market Octavia	Open Space	Encourage rooftop gardens as a form of common open space.
S8	Respect and Exhibit Natural Systems and Features	
Urban Design Element, City Pattern	POLICY 1.1	Recognize and protect major views in the city, with particular attention to those of open space and water.
Urban Design Element, City Pattern	POLICY 1.5	Emphasize the special nature of each district through distinctive landscaping and other features.
Urban Design Element, City Pattern	POLICY 2.1	Preserve in their natural state the few remaining areas that have not been developed by man.
Urban Design Element, City Pattern	POLICY 2.2	Limit improvements in other open spaces having an established sense of nature to those that are necessary, and unlikely to detract from the primary values of the open space.
PRINCIPLES FOR CITY PATTERN, URBAN DESIGN ELEMENT		Street layouts and building forms which do not emphasize topography reduce the clarity of the city form and image.
PRINCIPLES FOR MAJOR NEW DEVELOPMENT, URBAN DESIGN ELEMENT		The relationship of a building's size and shape to its visibility in the cityscape, to important natural features and to existing development determines whether it will have a pleasing or a disruptive effect on the image and character of the city.
PRINCIPLES FOR MAJOR NEW DEVELOPMENT, URBAN DESIGN ELEMENT		Buildings which meet the ground and reflect the slope of the hill relate to the land form.
PRINCIPLES FOR NEIGHBORHOOD ENVIRONMENT, URBAN DESIGN ELEMENT		Waterfront development that maximizes the interface between land and water increases the opportunities for public access to the water's edge.
Rincon Hill	OBJECTIVE 3.3	Respect the natural topography of the hill and follow the policies already established in the Urban Design Element that restrict height near the water and allow increased height on the top of hills.
Transit Center District Plan	OBJECTIVE 2.4	Provide distinct transitions to adjacent neighborhoods and to topographic and man-made features of the cityscape to ensure the skyline enhances, and does not detract from, important public views throughout the city and region.
Northeastern Waterfront	POLICY 3.2.1	Require high quality design of street-facing building exteriors
East SoMA	POLICY 3.1.2	Development should step down in height as it approaches the Bay to reinforce the city's natural topography.
Showplace Square / Potrero	POLICY 3.1.2	Development should respect the natural topography of Potrero Hill
A1	Express a Clear Organizing Architectural Idea	
Urban Design Element, City Pattern	POLICY 4.15	Protect the livability and character of residential properties from the intrusion of incompatible new buildings.

PRINCIPLES FOR MAJOR NEW DEVELOPMENT. URBAN DESIGN ELEMENT		Unique building forms can appropriately signify major community facilities.
PRINCIPLES FOR MAJOR NEW DEVELOPMENT. URBAN DESIGN ELEMENT		Major public buildings of symbolic importance may be appropriately located in highly visible settings.
Northeastern Waterfront	POLICY 3.1.6	New buildings should epitomize the best in contemporary architecture, but should do so with full awareness of, and respect for, the height, mass, articulation and materials of the best of the older buildings that surrounds them.
Balboa Park Station	POLICY 6.4.2	New buildings should epitomize the best in contemporary architecture, but should do so with full awareness of the older buildings that surround them.
A2	Modulate Buildings Vertically and Horizontally	
PRINCIPLES FOR MAJOR NEW DEVELOPMENT. URBAN DESIGN ELEMENT		A long or wide building becomes excessively bulky in appearance when its height significantly exceeds that of buildings in the surrounding area.
PRINCIPLES FOR MAJOR NEW DEVELOPMENT. URBAN DESIGN ELEMENT		A bulky building creates the most visual disruption when seen from a distance as the dominant silhouette against a background and/or foreground of much smaller structures.
PRINCIPLES FOR MAJOR NEW DEVELOPMENT. URBAN DESIGN ELEMENT		Bulky buildings that intrude upon or block important views of the Bay, Ocean or other significant citywide focal points are particularly disruptive.
Scale, Height and Bulk. Commerce & Industry Element	URBAN DESIGN GUIDELINES	In most cases, small lots with narrow building fronts should be maintained in districts with this traditional pattern.
Van Ness Avenue	POLICY 6.2	Create varied rhythms in developments on large lots by inserting vertical piers/columns, or changes in fenestration and materials to articulate what otherwise would be an undifferentiated facade plane.
Van Ness Avenue	POLICY 6.4	Differentiate bases of buildings and incorporate detail at ground level through variety in materials, color, texture and architectural projections. Provide windows with clear glass throughout the building.
Transit Center District Plan	POLICY 2.2	Create a light, transparent sculptural element to terminate the Transit Tower to enhance skyline expression without casting significant shadows. This vertical element may extend above the 1,000 foot height limit.
Transit Center District Plan	OBJECTIVE 2.9	PROVIDE BUILDING ARTICULATION ABOVE A BUILDIGN BASE TO MAINTAIN OR CREATE A DISTINCTIVE STREETWALL COMPATIBLE WITH THE STREET'S WIDTH AND CHARACTER.
Market Octavia	Building Massing and Articulation	Taller buildings should include a clearly defined base, middle, and top.
Market Octavia	Building Massing and Articulation	Building facades that face the public realm should be articulated with a strong rhythm of regular vertical elements.
Market Octavia	Towers	Horizontal articulation at the street wall height should be employed.
Market Octavia	Towers	A change in vertical plane should differentiate a tower element from the rest of the building.
Market Octavia	Streets	Horizontal architectural design articulation should be incorporated between the ground floor and second story levels.
A3	Harmonize Building Designs with Neighboring Scale and Materials	
Urban Design Element, City Pattern	OBJECTIVE 3	MODERATION OF MAJOR NEW DEVELOPMENT TO COMPLEMENT THE CITY PATTERN, THE RESOURCES TO BE CONSERVED, AND THE NEIGHBORHOOD ENVIRONMENT.
Urban Design Element, City Pattern	POLICY 3.5	Relate the height of buildings to important attributes of the city pattern and to the height and character or existing development.
PRINCIPLES FOR CITY PATTERN, URBAN DESIGN ELEMENT		Contour streets on hills align buildings to create a pattern of strong horizontal bands that conflict with the hill form.
PRINCIPLES FOR MAJOR NEW DEVELOPMENT. URBAN DESIGN ELEMENT		The relationship between areas of low, fine-scaled buildings and areas of high, large-scaled buildings can be made more pleasing if the transition in building height and mass between such areas is gradual.
PRINCIPLES FOR MAJOR NEW DEVELOPMENT. URBAN DESIGN ELEMENT		When highly visible buildings are light in color, they reinforce the visual unity and special character of the city.
PRINCIPLES FOR MAJOR NEW DEVELOPMENT. URBAN DESIGN ELEMENT		The use of unusual shapes for tall office, hotel or apartment buildings detracts from the clarity of urban form by competing for attention with buildings of greater public significance. The juxtaposition of several such unusual shapes may create visual disorder.
Scale, Height and Bulk. Commerce & Industry Element	URBAN DESIGN GUIDELINES	When new buildings are constructed on large lots, the facades should be designed in a series of elements which are compatible with the existing scale of the district.
Scale, Height and Bulk. Commerce & Industry Element	URBAN DESIGN GUIDELINES	The height of a proposed development should relate to the individual neighborhood character and the height and scale of adjacent buildings to avoid an overwhelming or dominating appearance of new structures. On a street of varied building heights, transitions between high and low buildings should be provided. While three- and four-story buildings are appropriate in many locations, two-story buildings are more appropriate in some areas with lower-scale development.
Architectural Design, Commerce & Industry Element	URBAN DESIGN GUIDELINES	The essential character of neighborhood commercial districts should be preserved by discouraging alterations and new development which would be incompatible with buildings which are of fine architectural quality and contribute to the scale and character of the district. The details, material, texture or color of existing architecturally distinctive buildings should be complemented by new development
Architectural Design, Commerce & Industry Element	URBAN DESIGN GUIDELINES	The design of new buildings, building additions and alterations, and facade renovations should reflect the positive aspects of the existing scale and design features of the area. Building forms should complement and improve the overall neighborhood environment.
Materials, Commerce & Industry Element	URBAN DESIGN GUIDELINES	The materials, textures and colors of new or remodeled structures should be visually compatible with the predominant materials of nearby structures. In most neighborhood commercial districts, painted wood, masonry and tiles combined with glass panes in show cases, windows and doors are the most traditional and appropriate exterior wall materials.
Downtown Area Plan	POLICY 12.3	Design new buildings to respect the character of older development nearby.
Downtown Area Plan	OBJECTIVE 15	CREATE A BUILDING FORM THAT IS VISUALLY INTERESTING AND HARMONIZES WITH SURROUNDING BUILDINGS.
Downtown Area Plan	POLICY 15.1	Ensure that new facades relate harmoniously with nearby facade patterns
Downtown Area Plan	POLICY 15.2	Assure that new buildings contribute to the visual unity of the city. Buildings should be light in color. Highly reflective materials, particularly mirrored or highly reflective glass, should be used sparingly.
Chinatown	POLICY 1.2	Promote a building form that harmonizes with the scale of existing buildings and width of Chinatown's streets.
Rincon Hill	OBJECTIVE 3.11	Preserve and enhance the character and scale of finely-grained residential areas within the Rincon Hill area

Transit Center District Plan	POLICY 2.5	Transition heights down to adjacent areas, with particularly attention on the transitions to the southwest and west in the lower scale South of Market areas and to the waterfront to the east.
Transit Center District Plan	OBJECTIVE 2.10	MAINTAIN APPROPRIATE CHARACTER-DEFINING BUILDIGN SCALE IN THE HISTORIC DISTRICT.
Transit Center District Plan	OBJECTIVE 2.17	PROMOTE A HIGH LEVEL OF QUALITY OF DESIGN AND EXECUTION, AND ENHANCE THE DESIGN AND MATERIAL QUALITY OF THE NEIGHBORING ARCHITECTURE.
Western Shoreline	OBJECTIVE 11	PRESERVE THE SCALE OF RESIDENTIAL AND COMMERCIAL DEVELOPMENT ALONG THE COASTAL ZONE AREA.
Northeastern Waterfront	POLICY 10.28	Prohibit the use of reflective glass. Use flat glass skylights and discourage the use of dark tinted glass to increase transparency in highly visible areas.
Market Octavia	Building Massing and Articulation	The facades of new buildings should extend this pattern.
Market Octavia	Building Massing and Articulation	The facades of new buildings should extend this pattern. Highly-visible building facades along interior property lines, particularly adjacent to significantly shorter buildings, should incorporate a combination of articulations, setbacks, fenestration/windows and material detailing to mitigate large expanses of blank wall.
Market Octavia	Building Massing and Articulation	High-quality building materials should be used on all visible facades and should include stone, masonry, ceramic tile, wood (as opposed to composite, fiber-cement based synthetic wood materials), precast concrete, and high-grade traditional "hard coat" stucco (as opposed to "synthetic stucco" that uses foam)/
Market Octavia	Towers	Towers should be light in color.
Glen Park	POLICY 2.4	Design of new buildings should be consistent with the neighborhood's existing pattern
A4	Design Buildings from Multiple Vantage Points	
Urban Design Element, City Pattern	POLICY 3.1	Promote harmony in the visual relationships and transitions between new and older buildings.
Details, Commerce & Industry Element	URBAN DESIGN GUIDELINES	A new or remodeled building should relate to its surrounding area by displaying compatible proportions, textures, and details. Nearby buildings of architectural distinction can serve as primary references. Existing street rhythms should also be continued on the facade of a new building, linking it to the rest of the district.
Van Ness Avenue	POLICY 6.1	Design exterior facades which complement and enhance significant works of architecture along the Avenue.
A5	Shape the Roofs of Buildings	
Rooftop Mechanical Equipment, Commerce & Industry Element	URBAN DESIGN GUIDELINES	Rooftop mechanical equipment which may be visually obtrusive or create disturbing noises or odors should be located away from areas of residential use and screened and integrated with the design of the building.
Downtown Area Plan	POLICY 13.3	Create visually interesting terminations to building towers.
Rincon Hill	POLICY 3.6	Sculpt tower tops to allow for architectural elements and to screen mechanical equipment.
Northeastern Waterfront	POLICY 3.1.7	Attractively screen rooftop HVAC systems and other building utilities from view.
Western SoMA	POLICY 5.3.2	Require high quality design of street-facing building exteriors.
East SoMA	POLICY 3.1.7	Attractively screen rooftop HVAC systems and other building utilities from view.
A6	Render Building Facades with Texture and Depth	
Urban Design Element, City Pattern	POLICY 4.13	Improve pedestrian areas by providing human scale and interest.
PRINCIPLES FOR NEIGHBORHOOD ENVIRONMENT, URBAN DESIGN ELEMENT		Pedestrian scale can be achieved at the base of large vertical building surfaces by the use of arcades, emphasis of horizontal divisions, texture and other architectural details.
Details, Commerce & Industry Element	URBAN DESIGN GUIDELINES	Individual buildings in the city's neighborhood commercial districts are rich in architectural detailing, yet vary considerably from building to building, depending upon the age and style of their construction. Vertical lines of columns or piers, and horizontal lines of belt courses or cornices are common to many buildings as are moldings around windows and doors. These elements add richness to a flat facade wall, emphasizing the contrast of shapes and surfaces.
Downtown Area Plan	POLICY 15.3	Encourage more variation in building facades and greater harmony with older buildings through use of architectural embellishments and bay or recessed windows.
Transit Center District Plan	OBJECTIVE 2.12	ENSURE THAT DEVELOPMENT IS PEDESTRIAN-ORIENTED FOSTERING A VITAL AND ACTIVE STREET LIFE.
Transit Center District Plan	OBJECTIVE 2.15	ENCOURAGE ARTICULATION OF THE BUILDING FAÇADE TO HELP DEFINE THE PEDESTRIAN REALM.
Market Octavia	Building Massing and Articulation	Building facades should include three-dimensional detailing; these may include bay windows, cornices, belt courses, window moldings, and reveals to create shadows and add interest.
A7	Coordinate Building Elements	
PRINCIPLES FOR NEIGHBORHOOD ENVIRONMENT, URBAN DESIGN ELEMENT		Dignified and well-maintained signs designed with respect for the scale and character of the street can enhance commercial areas.
Signs, Commerce & Industry Element	URBAN DESIGN GUIDELINES	The character of signs and other features attached to or projecting from buildings is an important part of the visual appeal of a street and the general quality and economic stability of the area. Opportunities exist to relate these signs and projections more effectively to street design and building design. Neighborhood commercial districts are typically mixed-use areas with commercial units on the ground or lower floors and residential uses on upper floors. Sign sizes and design should relate and be compatible with the character and scale of the building as well as the neighborhood commercial district. As much as signs and other advertising devices are essential to a vital commercial district, they should not be allowed to interfere with or diminish the livability of residences within the neighborhood commercial district or in adjacent residential districts. Signs should not be attached to facades at residentially- occupied stories nor should sign illumination shine directly into windows of residential units.
Market Octavia	The Ground Floor	Building entries and shop fronts should add to the character of the street by being clearly identifiable and inviting.
A8	Design Active Building Fronts	
PRINCIPLES FOR MAJOR NEW DEVELOPMENT, URBAN DESIGN ELEMENT		A building situated in a visually dominant position, whose exterior is blank and uninteresting, does not relate to surrounding development and tends to repel the observer's attention.
Frontage, Commerce and Industry Element	URBAN DESIGN GUIDELINES	Facades of new development should be compatible with the proportions and design features of adjacent facades that contribute to the positive visual qualities of the neighborhood commercial district.
Frontage, Commerce and Industry Element	URBAN DESIGN GUIDELINES	Clear, untinted glass should be used at and near the street level to allow maximum visual interaction between sidewalk areas and the interior of buildings. Mirrored, highly reflective glass or densely-tinted glass should not be used except as an architectural or decorative accent.
Frontage, Commerce and Industry Element	URBAN DESIGN GUIDELINES	Walk-up facilities should be recessed and provide adequate queuing space to avoid interruption of the pedestrian flow.
Transportation Element	POLICY 24.4	Preserve pedestrian-oriented building frontages.
Downtown Area Plan	POLICY 16.4	Use designs and materials and include activities at the ground floor to create pedestrian interest.

Rincon Hill	POLICY 1.5	Require street-facing residential units on the ground-floor on Spear, Main, Beale, Fremont, First, Guy Place and Lansing Streets, and encourage them on Harrison and Bryant Streets.
Transit Center District Plan	OBJECTIVE 2.13	ENACT URBAN DESIGN CONTROLS TO ENSURE THAT THE GROUND-LEVEL INTERFACE OF BUILDINGS IS ACTIVE AND ENGAGING FOR PEDESTRIANS, IN ADDITION TO PROVIDING ADEQUATE SUPPORTING RETAIL AND PUBLIC SERVICES FOR THE DISTRICT.
Transit Center District Plan	OBJECTIVE 2.16	MINIMIZE AND PROHIBIT BLANK WALLS AND ACCESS TO OFF-STREET PARKING AND LOADING AT THE GROUND FLOOR ON PRIMARY STREETS TO HELP PRESERVE A SAFE AND ACTIVE PEDESTRIAN ENVIRONMENT.
A9	Employ Sustainable Principles and Practices in Building Design	
Northeastern Waterfront	POLICY 10.34	Assure that new buildings use the most cost-effective energy efficient measures feasible.
Western SoMA	OBJECTIVE 5.2	PROMOTE ENVIRONMENTAL SUSTAINABILITY
P1	Design Public Open Spaces to Connect with and Complement the Streetscape	
PRINCIPLES FOR CITY PATTERN, URBAN DESIGN ELEMENT		Clearly visible open spaces act as orientation points, and convey information about the presence of recreation space to motorists and pedestrians. Because Buena Vista park is visible from many parts of the city, it is often used as a point of reference. The foliage, in contrast to the surrounding developed areas, indicates the proximity of recreational means.
PRINCIPLES FOR CITY PATTERN, URBAN DESIGN ELEMENT		Landscaped pathways can visually and functionally link larger open spaces to neighborhoods.
PRINCIPLES FOR CITY PATTERN, URBAN DESIGN ELEMENT		The pattern of major streets can be made more visible and apparent to users of the street system if the landscaping and lighting of major streets is different from that of local streets.
PRINCIPLES FOR MAJOR NEW DEVELOPMENT, URBAN DESIGN ELEMENT		Corner plazas can be pleasing if the streets are not excessively wide and if surrounding properties are developed with buildings that define the space well.
Recreation and Open Space Element	POLICY 1.1	Encourage the dynamic and flexible use of existing open spaces and promote a variety of recreation and open space uses, where appropriate.
Recreation and Open Space Element	POLICY 3.1	Creatively develop existing publicly-owned right-of-ways and streets into open space.
Recreation and Open Space Element	POLICY 3.2	Establish and Implement a network of Green Connections that increases access to parks, open spaces, and the waterfront.
Downtown Area Plan	OBJECTIVE 9	PROVIDE QUALITY OPEN SPACE IN SUFFICIENT QUANTITY AND VARIETY TO MEET THE NEEDS OF DOWNTOWN WORKERS, RESIDENTS, AND VISITORS.
Downtown Area Plan	POLICY 9.1	Require usable indoor and outdoor open space, accessible to the public, as part of new downtown development.
Downtown Area Plan	POLICY 10.4	Provide open space that is clearly visible and easily reached from the street or pedestrian way.
Downtown Area Plan	POLICY 11.1	Place and arrange open space to complement and structure the urban form by creating distinct openings in the otherwise dominant streetwall form of downtown.
Chinatown	POLICY 4.4	Expand open space opportunities
Rincon Hill	OBJECTIVE 4.3	Link the area via pedestrian improvements to other public open spaces such as the waterfront promenade at the foot of the hill and planned open spaces in the Transbay district
Transit Center District Plan	OBJECTIVE 3.4	EMPHASIZE THE IMPORTANCE OF STREETS AND SIDEWALKS AS THE LARGEST COMPONENT OF PUBLIC OPEN SPACE IN THE TRANSIT CENTER DISTRICT.
Transit Center District Plan	POLICY 3.1	Create and implement a district streetscape plan to ensure consistent corridor-length streetscape treatments.
Transit Center District Plan	OBJECTIVE 3.6	ENHANCE THE PEDESTRIAN NETWORK WITH NEW LINKAGES TO PROVIDE DIRECT AND VARIED PATHWAYS, TO SHORTEN WALKING DISTANCES, AND TO RELIEVE CONGESTION AT MAJOR STREET CORNERS.
Northeastern Waterfront	OBJECTIVE 3.2	PROMOTE AN URBAN FORM AND ARCHITECTURAL CHARACTER THAT SUPPORTS WALKING AND SUSTAINS A DIVERSE, ACTIVE AND SAFE PUBLIC REALM
Northeastern Waterfront	POLICY 3.2.7	Strengthen the pedestrian network by extending alleyways to adjacent streets or alleyways wherever possible, or by providing new publicly accessible mid-block rights of way.
Candlestick Point SubArea	POLICY 4.1	Create a neighborhood with a safe, legible, and easily navigable street network.
Candlestick Point SubArea	POLICY 6.1	Provide a wide variety of types and scale of open space with a wide variety of recreational opportunities.
Executive Park Sub Area	POLICY 4.1	Create a pedestrian network that includes streets devoted to or primarily oriented to pedestrian use.
Executive Park Sub Area	POLICY 6.2	Require an engaging transition between private development and the public realm
Executive Park Sub Area	OBJECTIVE 10	ENHANCE PUBLIC OPEN SPACE AND CONNECTIONS TO IT
East SoMA	POLICY 3.2.7	Strengthen the pedestrian network by extending alleyways to adjacent streets or alleyways wherever possible, or by providing new publicly accessible mid-block rights of way
East SoMA	OBJECTIVE 5.4	THE OPEN SPACE SYSTEM SHOULD BOTH BEAUTIFY THE NEIGHBORHOOD AND STRENGTHEN THE ENVIRONMENT
Mission	POLICY 3.2.6	Sidewalks abutting new developments should be constructed in accordance with locally appropriate guidelines based on established best practices in streetscape design
Mission	POLICY 3.2.7	Strengthen the pedestrian network by extending alleyways to adjacent streets or alleyways wherever possible, or by providing new publicly accessible mid-block rights of way
Showplace Square / Potrero	POLICY 3.2.6	Sidewalks abutting new developments should be constructed in accordance with locally appropriate guidelines based on established best practices in streetscape design.
Showplace Square / Potrero	POLICY 3.2.7	Strengthen the pedestrian network by extending alleyways to adjacent streets or alleyways wherever possible, or by providing new publicly accessible mid-block rights of way.
Balboa Park Station	POLICY 5.1.1	Create a variety of new public open spaces.
Balboa Park Station	POLICY 5.1.3	Ensure that new open spaces are linked to and serve as an extension of the street system
Hunters Point Shipyard	POLICY 3.3	Create a street system where streets are clearly an element of the public realm
P2	Locate and Design Open Spaces to Maximize Physical Comfort and Visual Access	
Urban Design Element, City Pattern	OBJECTIVE 4	IMPROVEMENT OF THE NEIGHBORHOOD ENVIRONMENT TO INCREASE PERSONAL SAFETY, COMFORT, PRIDE AND OPPORTUNITY
PRINCIPLES FOR MAJOR NEW DEVELOPMENT, URBAN DESIGN ELEMENT		Plazas or parks located in the shadows cast by large buildings are unpleasant for the user.
PRINCIPLES FOR MAJOR NEW DEVELOPMENT, URBAN DESIGN ELEMENT		Buildings of a uniform height provide good spatial definition of larger public squares or plazas.

Recreation and Open Space Element	POLICY 1.9	Preserve sunlight in public open spaces.
Recreation and Open Space Element	POLICY 1.10	Ensure that open space is safe and secure for the City's entire population. Designing the street/open space interface to encourage permeability and access.
Downtown Area Plan	OBJECTIVE 10	ASSURE THAT OPEN SPACES ARE ACCESSIBLE AND USABLE.
Downtown Area Plan	POLICY 10.5	Address the need for human comfort in the design of open spaces by minimizing wind and maximizing sunshine.
Van Ness Avenue	POLICY 7.2	Provide wind protection and sun exposure to private and common open space areas.
Rincon Hill	OBJECTIVE 3.6	ENSURE ADEQUATE LIGHT AND AIR TO THE DISTRICT AND MINIMIZE WIND AND SHADOW ON PUBLIC STREETS AND OPEN SPACES
Rincon Hill	OBJECTIVE 4.4	ENSURE ADEQUATE SUNLIGHT AND MINIMIZE WIND AND SHADOW ON PUBLIC STREETS AND OPEN SPACES.
Transit Center District Plan	OBJECTIVE 3.3	GRACIOUSLY ACCOMMODATE INCREASES IN PEDESTRIAN VOLUMES IN THE DISTRICT.
Transit Center District Plan	POLICY 3.6	Enhance pedestrian crossing with special treatments (e.g. paving, lighting, raised crossings) to enhance pedestrian safety and comfort, especially where bulb-outs cannot be installed.
Northeastern Waterfront	POLICY 10.27	Locate buildings to minimize shadows and wind on public open spaces.
Market Octavia	Open Space	Street furniture and other public improvements should be provided in the vicinity of the project.
Showplace Square / Potrero	OBJECTIVE 3.2	PROMOTE AN URBAN FORM AND ARCHITECTURAL CHARACTER THAT SUPPORTS WALKING AND SUSTAINS A DIVERSE, ACTIVE AND SAFE PUBLIC REALM
Showplace Square / Potrero	POLICY 4.6.1	Use established street design standards and guidelines to make the pedestrian environment safer and more comfortable for walk trips
Showplace Square / Potrero		B. Maximize sunlight exposure and protection from wind
Balboa Park Station	POLICY 5.2.2	Create wind-protected open spaces
Hunters Point Shipyard	POLICY 4.1	Create a neighborhood with a safe, legible, and easily navigable street network
Glen Park	POLICY 1.4	Improve the streetscape in the commercial core to make the area safer and more comfortable for pedestrians and shoppers.
P3	Express Neighborhood Character in Open Space Designs	
PRINCIPLES FOR NEIGHBORHOOD ENVIRONMENT, URBAN DESIGN ELEMENT		Open space and landscaping can give neighborhoods an identity, a visual focus and a center for activity.
Recreation and Open Space Element	POLICY 1.7	Support public art as an essential component of open space design.
Arts	Policy VI-1.8	Include arts spaces in new public construction when appropriate.
Arts	OBJECTIVE VI-2	INCREASE OPPORTUNITIES FOR PUBLIC ART THROUGHOUT THE CITY.
Civic Center	POLICY 1.2	Maintain the formal architectural character of the Civic Center
Civic Center	POLICY 1.3	Design Civic Center buildings and open spaces to serve as public gathering places for ceremonial, cultural, recreational, and other community activities.
Civic Center	POLICY 1.4	Provide a sense of identity and cohesiveness through unifying street and Plaza design treatments
East SoMA	POLICY 5.4.3	Encourage public art in existing and proposed open spaces
Mission	POLICY 5.4.3	Encourage public art in existing and proposed open spaces
P4	Support Public Transportation and Bicycling	
PRINCIPLES FOR NEIGHBORHOOD ENVIRONMENT, URBAN DESIGN ELEMENT		Excessive speeds and amounts of traffic in residential neighborhoods can be reduced by a variety of design techniques, including narrowing of streets or intersections, landscaping, diversion of traffic and closing of streets.
PRINCIPLES FOR NEIGHBORHOOD ENVIRONMENT, URBAN DESIGN ELEMENT		Vehicle-free or pedestrian-priority spaces contribute to pedestrian comfort and the public life of the city.
PRINCIPLES FOR NEIGHBORHOOD ENVIRONMENT, URBAN DESIGN ELEMENT		Improved and diverse means of transportation can increase the value and use of parks.
Transportation Element	OBJECTIVE 28	PROVIDE SECURE AND CONVENIENT PARKING FACILITIES FOR BICYCLES
Transportation Element	POLICY 28.1	Provide secure bicycle parking in new governmental, commercial, and residential developments.
Executive Park Sub Area	OBJECTIVE 4	ENCOURAGE WALKING AND BICYCLING AS THE PRIMARY MEANS OF ACCESSING DAILY SERVICES AND NEEDS.
Executive Park Sub Area	POLICY 4.4	Provide ample, secure and conveniently located bicycle parking
Western SoMA	OBJECTIVE 5.3	PROMOTE WALKING, BIKING AND AN ACTIVE URBAN PUBLIC REALM
East SoMA	OBJECTIVE 4.7	IMPROVE AND EXPAND INFRASTRUCTURE FOR BICYCLING AS AN IMPORTANT MODE OF TRANSPORTATION
Mission	OBJECTIVE 4.7	IMPROVE AND EXPAND INFRASTRUCTURE FOR BICYCLING AS AN IMPORTANT MODE OF TRANSPORTATION
Showplace Square / Potrero	OBJECTIVE 4.7	IMPROVE AND EXPAND INFRASTRUCTURE FOR BICYCLING AS AN IMPORTANT MODE OF TRANSPORTATION
Balboa Park Station	OBJECTIVE 2.4	Encourage walking, biking, public transit as the primary means of transportation
Glen Park	OBJECTIVE 5	IMPROVE ACCESS FOR BICYCLISTS TO GLEN PARK AND THE BART STATION
P5	Design Sidewalks to Enhance the Pedestrian Experience	
PRINCIPLES FOR NEIGHBORHOOD ENVIRONMENT, URBAN DESIGN ELEMENT		In the design of new pedestrian areas, changes of level can add greatly to interest and amenity if a reasonable relationship between levels is maintained.
PRINCIPLES FOR NEIGHBORHOOD ENVIRONMENT, URBAN DESIGN ELEMENT		Continuity of interest and activities at ground level in commercial buildings adjacent to pedestrian ways creates rich street life and enhances pedestrian experiences.
PRINCIPLES FOR NEIGHBORHOOD ENVIRONMENT, URBAN DESIGN ELEMENT		The undergrounding of overhead utility wires enhances the appearance of streets and neighborhoods.
Transportation Element	POLICY 26.3	Encourage pedestrian serving uses on the sidewalk
Downtown Area Plan	OBJECTIVE 16	CREATE AND MAINTAIN ATTRACTIVE, INTERESTING URBAN STREETS CAPES

Van Ness Avenue	OBJECTIVE 8	CREATE AN ATTRACTIVE STREET AND SIDEWALK SPACE WHICH CONTRIBUTES TO THE TRANSFORMATION OF VAN NESS AVENUE INTO A RESIDENTIAL BOULEVARD
Transit Center District Plan	OBJECTIVE 3.1	MAKE WALKING A SAFE, PLEASANT, AND CONVENIENT MEANS OF MOVING ABOUT THROUGHOUT THE DISTRICT.
Transit Center District Plan	OBJECTIVE 3.2	CREATE A HIGH-QUALITY PEDESTRIAN ENVIRONMENT IN THE DISTRICT CONSISTENT WITH THE VISION FOR THE CENTRAL DISTRICT OF A WORLD-CLASS CITY.
Executive Park Sub Area	POLICY 4.2	Improve pedestrian areas by ensuring human scale and interest.
East SoMA	OBJECTIVE 3.2	Promote an urban form and architectural character that supports walking and sustains a diverse, active and safe public realm.
East SoMA	POLICY 4.6.1	Use established street design standards and guidelines to make the pedestrian environment safer and more comfortable for walk trips.
Mission	OBJECTIVE 4.6	SUPPORT WALKING AS A KEY TRANSPORTATION MODE BY IMPROVING PEDESTRIAN CIRCULATION WITHIN THE MISSION AND TO OTHER PARTS OF THE CITY
Showplace Square / Potrero	OBJECTIVE 4.6	SUPPORT WALKING AS A KEY TRANSPORTATION MODE BY IMPROVING PEDESTRIAN CIRCULATION WITHIN SHOWPLACE SQUARE/POTRERO HILL AND TO OTHER PARTS OF THE CITY
Balboa Park Station	POLICY 5.2.1	Require good quality public open space as part of major new developments
Balboa Park Station	objective 5.3	Promote an urban form and architectural character that supports walking and sustains a diverse, active and safe public realm.
P6	Program Public Open Spaces to Encourage Social Activity, Play, and Rest	
Urban Design Element, City Pattern	POLICY 4.11	Make use of street space and other unused public areas for recreation, particularly in dense neighborhoods, such as those close to downtown, where land for traditional open spaces is more difficult to assemble
PRINCIPLES FOR NEIGHBORHOOD ENVIRONMENT, URBAN DESIGN ELEMENT		Wide, generous sidewalk areas provide opportunities for outdoor recreation and pedestrian amenities.
PRINCIPLES FOR NEIGHBORHOOD ENVIRONMENT, URBAN DESIGN ELEMENT		Interesting details in the design of street furniture, paving and other features in pedestrian area can increase the amenity and character of streets.
Transportation Element	POLICY 24.3	Install pedestrian-serving street furniture where appropriate.
Downtown Area Plan	POLICY 9.4	Provide a variety of seating arrangements in open spaces throughout downtown.
Rincon Hill	OBJECTIVE 3.8	Encourage a human scale streetscape with activities and design features at pedestrian eye level, and an engaging physical transition between private development and the public realm.
Transit Center District Plan	POLICY 3.2	Widen sidewalks to improve the pedestrian environment by providing space for necessary infrastructure, amenities and streetscape improvements.
Mission	POLICY 5.2.6	Ensure quality open space is provided in flexible and creative ways, adding a well used, well-cared for amenity for residents of a highly urbanized neighborhood. Private open space should meet the following design guidelines: A. Designed to allow for a diversity of uses, including elements for children, as appropriate. B. Maximize sunlight exposure and protection from wind C. Adhere to the performance-based evaluation tool.
Showplace Square / Potrero		A. Designed to allow for a diversity of uses, including elements for children, as appropriate.
Showplace Square / Potrero	POLICY 5.3.2	Maximize sidewalk landscaping, street trees and pedestrian scale street furnishing to the greatest extent feasible
P7	Integrate Sustainable Practices into the Landscape	
PRINCIPLES FOR NEIGHBORHOOD ENVIRONMENT, URBAN DESIGN ELEMENT		The use of appropriate plant material, and careful consideration of environmental factors in the design of landscaping and open space, contribute to a neighborhood's identity and improve its environmental quality.
PRINCIPLES FOR NEIGHBORHOOD ENVIRONMENT, URBAN DESIGN ELEMENT		Wide streets can be narrowed at the intersections and landscaped to provide sitting areas and visual amenity.
PRINCIPLES FOR NEIGHBORHOOD ENVIRONMENT, URBAN DESIGN ELEMENT		Intensive landscaping, walls and other screening devices can insulate residential and pedestrian areas from the adverse effects of heavily used trafficways.
Transportation Element	POLICY 24.2	Maintain and expand the planting of street trees and the infrastructure to support them.
Recreation and Open Space Element	POLICY 2.11	Assure that privately developed residential open spaces are usable, beautiful, and environmentally sustainable.
Recreation and Open Space Element	OBJECTIVE 4	PROTECT AND ENHANCE THE BIODIVERSITY, HABITAT, AND ECOLOGICAL FUNCTION OF OPEN SPACES AND ENCOURAGE SUSTAINABLE PRACTICES IN THE DESIGN AND MANAGEMENT OF OUR OPEN SPACE SYSTEM
Housing Element	OBJECTIVE 13	PRIORITIZE SUSTAINABLE DEVELOPMENT IN PLANNING FOR AND CONSTRUCTING NEW HOUSING
East SoMA	OBJECTIVE 3.3	Promote the environmental sustainability, ecological functioning and the overall quality of the natural environment in the plan area
East SoMA	POLICY 5.3.1	Redesign underutilized portions of streets as public open spaces, including widened sidewalks or medians, curb bulb-outs, "living streets" or green connector streets
East SoMA	POLICY 5.4.1	Increase the environmental sustainability of East SoMa's system of public and private open spaces by improving the ecological functioning of all open space
Mission	OBJECTIVE 3.2	PROMOTE AN URBAN FORM AND ARCHITECTURAL CHARACTER THAT SUPPORTS WALKING AND SUSTAINS A DIVERSE, ACTIVE AND SAFE PUBLIC REALM
Mission	OBJECTIVE 3.3	PROMOTE THE ENVIRONMENTAL SUSTAINABILITY, ECOLOGICAL FUNCTIONING AND THE OVERALL QUALITY OF THE NATURAL ENVIRONMENT IN THE PLAN AREA
Mission	OBJECTIVE 5.3	CREATE A NETWORK OF GREEN STREETS THAT CONNECTS OPEN SPACES AND IMPROVES THE WALKABILITY, AESTHETICS and ecological sustainability OF THE NEIGHBORHOOD
Mission	POLICY 5.4.1	Increase the environmental sustainability of the Mission's system of public and private open spaces by improving the ecological functioning of all open space.
Showplace Square / Potrero	OBJECTIVE 3.3	PROMOTE THE ENVIRONMENTAL SUSTAINABILITY, ECOLOGICAL FUNCTIONING AND THE OVERALL QUALITY OF THE NATURAL ENVIRONMENT IN THE PLAN AREA
Showplace Square / Potrero		Landscaping visible from the street is encouraged
Showplace Square / Potrero	OBJECTIVE 5.3	CREATE A NETWORK OF GREEN STREETS THAT CONNECTS OPEN SPACES AND IMPROVES THE WALKABILITY, AESTHETICS, AND ECOLOGICAL SUSTAINABILITY OF THE NEIGHBORHOOD
Balboa Park Station	objective 6.5	PROMOTE THE ENVIRONMENTAL SUSTAINABILITY, ECOLOGICAL FUNCTION AND THE OVERALL QUALITY OF THE NATURAL ENVIRONMENT IN THE PLAN AREA.