DESIGN STANDARDS FOR WESTERN SOMA SPECIAL USE DISTRICT

Western SoMa Citizens Planning Task Force

2009

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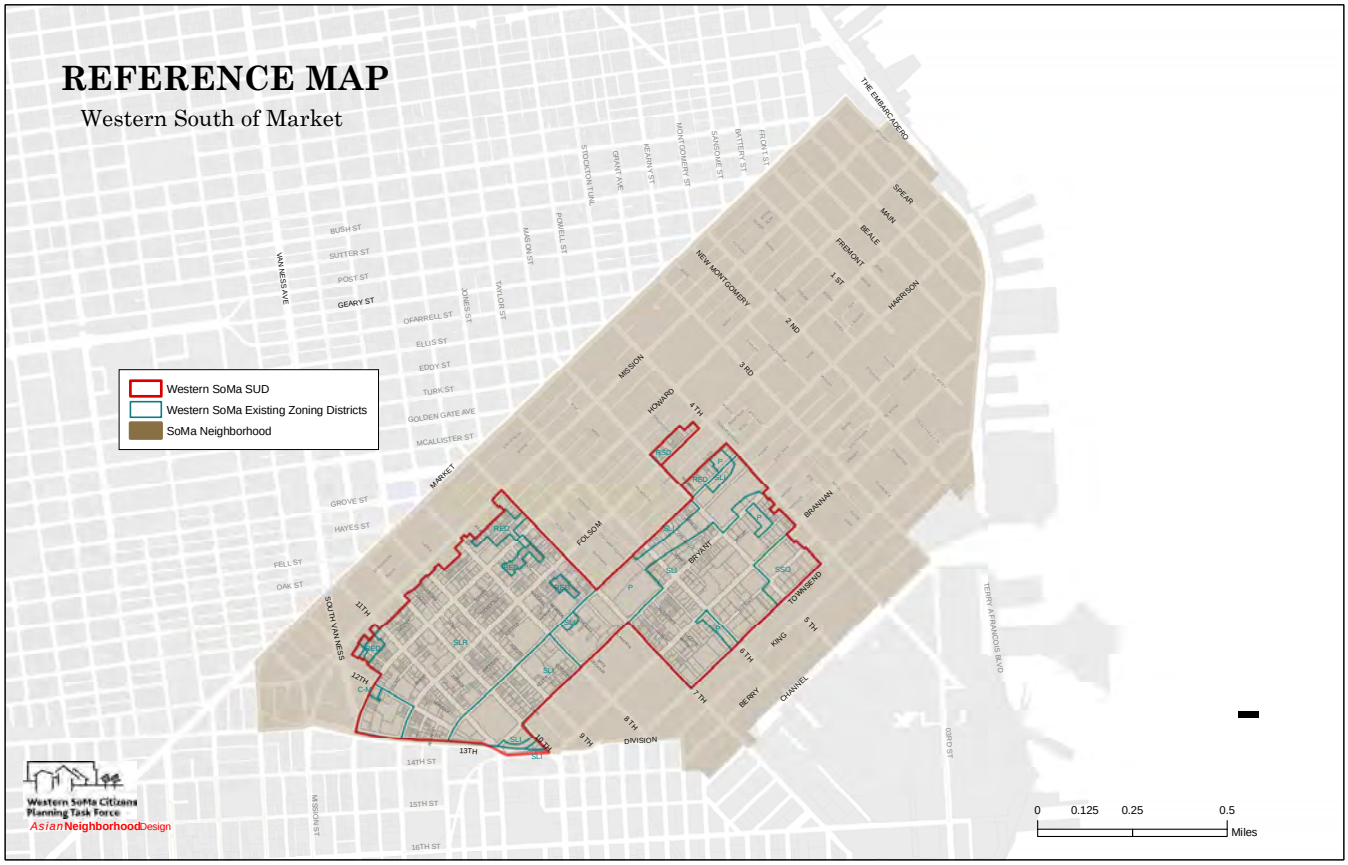
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Western South of Market
Western SoMa SUD
Western SoMa Existing Zoning Districts
SoMa Neighborhood
Western SoMa Citizens Planning Task Force
AsianNeighborhoodDesign
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Why Design Standards in Western SoMa?

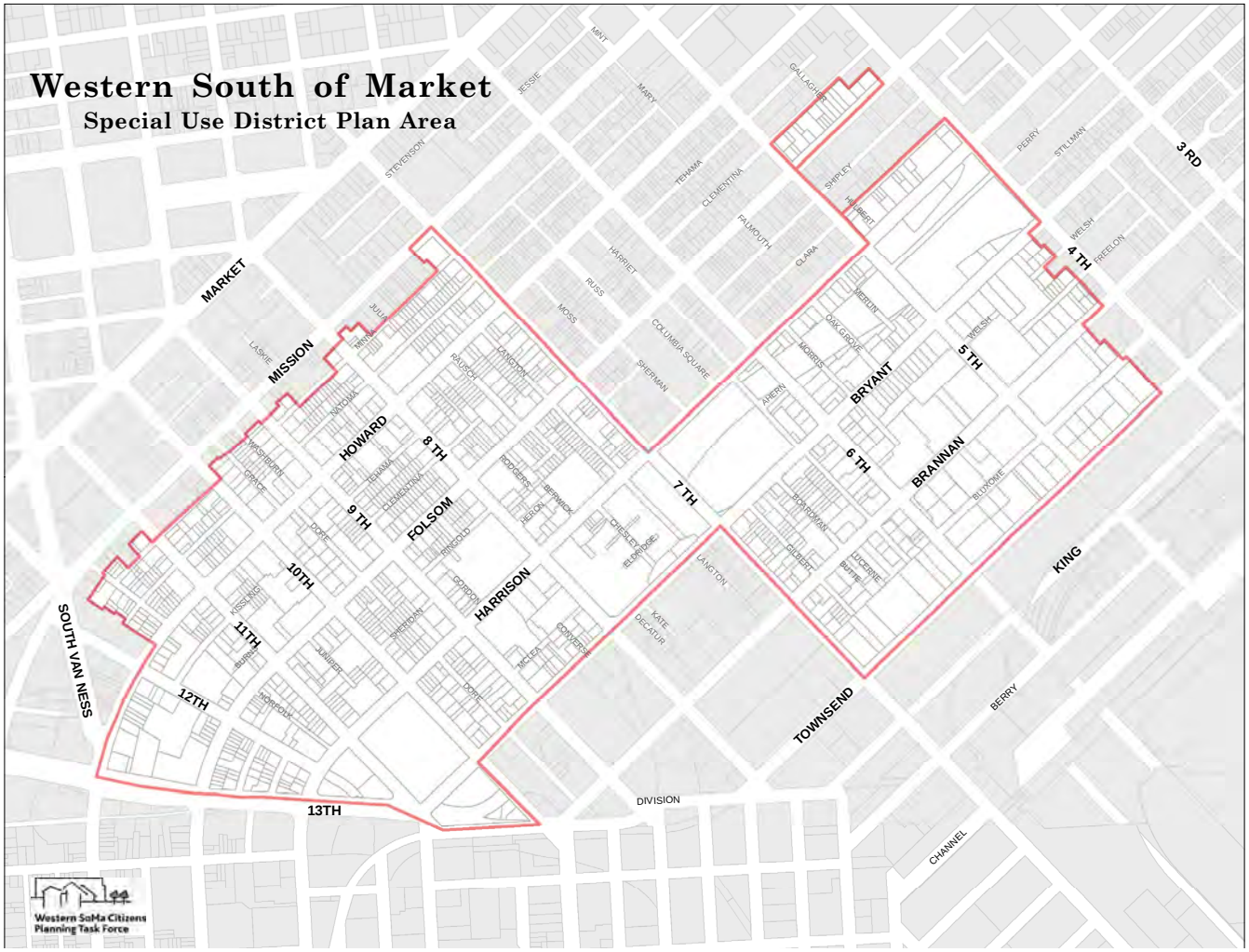
The Western SoMa Special Use District (SUD) possesses a number of unique design and neighborhood characteristics. Design standards for this SUD provide direction for developers, architects and Planning Department staff in the neighborhood development proposals. These Standards supplement and support the policy direction set forth in the Western SoMa Community Plan. Additionally, these Standards are to be used along side and in conjunction with the Residential Design Standards in the RED and RED Mixed Zones. Another companion and supplementing document applicable to the Folsom NCT, MUG, RCD, RED, and RED Mixed zones are the "Ground Floor Residential Design Standards."

Use of the Western SoMa Design Standards

Users of this document can answer many of their questions about proposed new development design considerations through a review of the standards applicable in each Zoning District in the SUD. The document is organized to facilitate easy use by proscriptive standards for each and every Zoning District in the SUD. It is further detailed with standards layered on each Zoning District based on the considerations for sustainable development, lot size of the development proposal, the potential historic integrity of any structures on the development site and legally prescribed accessibility design considerations.

For example, once a development site is identified, the user of this document should determine the Zoning, if the current building (if extant) is historically significant, and if the subject Assessor's lot size exceeds one half of an acre. The applicable design standards are all of those that fall within the applicable Zoning district and then layered with historic and lot size design standards as applicable. All lots in the Western SoMa Special Use District are subject to the accessibility and sustainability design standards.

Based on its historic character, these urban design standards are used to support the vision of a vibrant community supporting a mix of uses, warehouse, commercial and retail uses. Western SoMa is characterized by different zones that vary in scale and use due to regional/citywide element such as freeway arterials, the Hall of Justice and big box retail stores. The Western SoMa Community Plan sets a goal of celebrating neighborhood physical and social diversity and maintaining its unique neighborhood character.



Design Standards for Residential Enclave Districts

Residential Enclave Districts (RED) refer to the residential alleys that strip through the larger, more heavily circulated streets in Western SoMa. This zoning was originally established to protect the scale of the alleys and ensure that their uses remained residential.

These residential alleys are characterized by small lots, mostly 25 ft. in width, with lot depths of less than the standard 100 ft. found typically in San Francisco. They were carved out of the large VARA blocks, sometimes providing access to the wider South of Market Streets, like Harrison and Folsom. The small scale residential pattern, mostly built after the 1906 earthquake, ranges from one story cottages and houses to multi-unit buildings (often referred to as "Romeo Flats" with three to seven units). Although the units are not large, many house families. There is often a pattern of rear yards at grade, creating mid-block open spaces. Many of the parcels are free from allotted parking and curb cuts.

In the establishment of the Western SoMa Citizens Planning Task Force, the preservation of the alleys was one of the major goals of the legislation. The alleys are valued as the "life" of Western SoMa, embodying the older, affordable housing stock which was often home to the elderly, Filipino, LGBTQ communities as well as families.

GOAL: Preserve and protect the residential alleys in their scale, uses, and open spaces.

GOAL: Preserve pedestrian qualities.

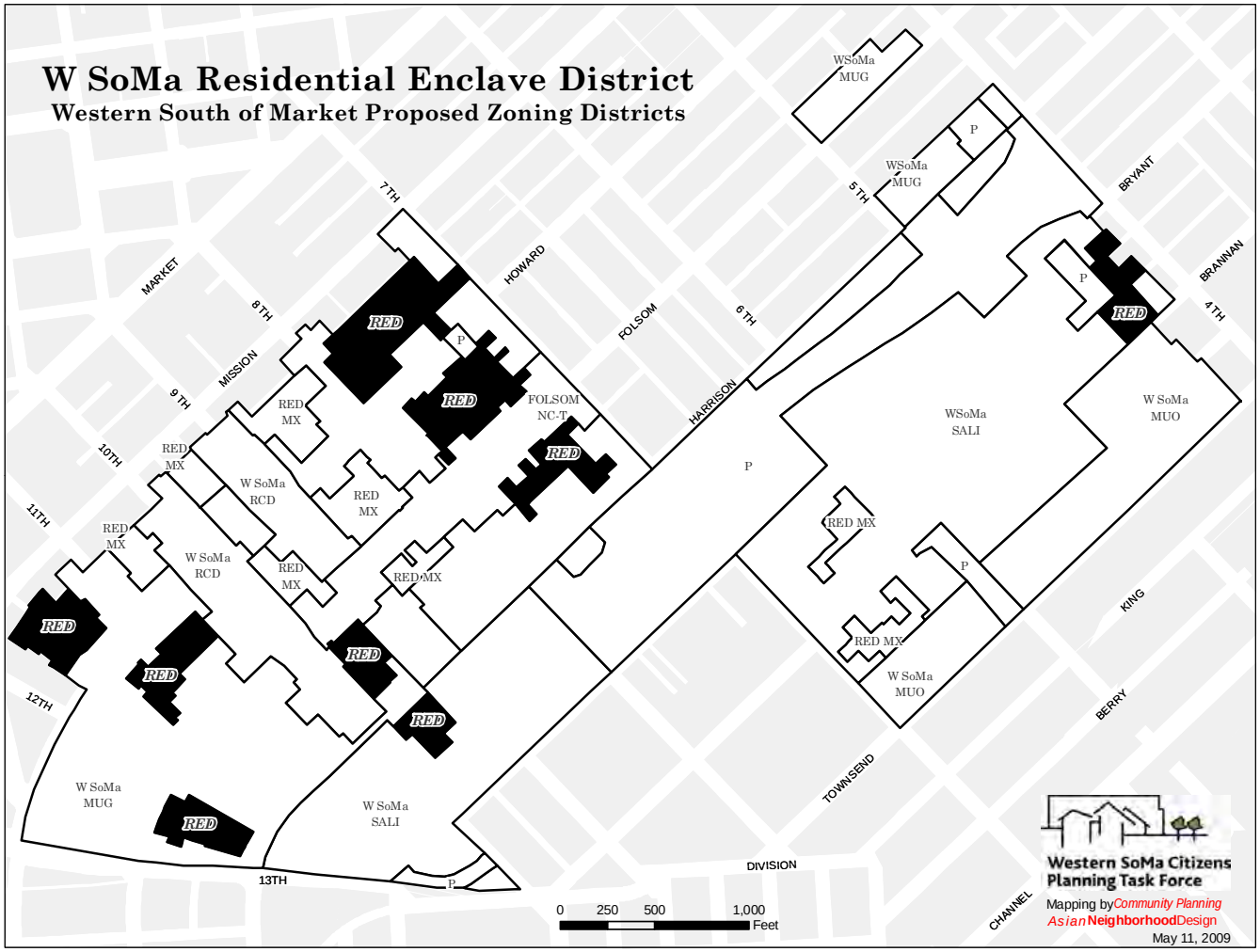
GOAL: Maintain sunlight at rear yards.

GOAL: Create green edges of the pedestrian realm.

GOAL: For alleys that back onto lots facing the "main streets" do no let the alleys only become the back doors and parking access for lots facing the "main streets."

DESIGN PRINCIPLE: Design and integrate creative design features that recognize the neighborhood architectural, cultural and historic significance.

DESIGN PRINCIPLE: Reinforce patterns of mid-block open space by adherence to rear yard requirements.



DESIGN PRINCIPLE: Promote opportunities for transitional front yards, front stoops and green setbacks as part of the open space needs for residential uses to soften the street edge and improve pedestrian quality.

Site

NEIGHBORHOOD CHARACTER

The predominant 25 ft. lot width is the basis for the neighborhood pattern. The structures, mostly built before the 1950s, are wood framed with two to four stories. They are often entered directly from the street with steps or stoops that sometimes protrude into the public right of way. Small setbacks provide planting areas at the street edge. Many of the first floors are fixed several feet above the ground floor, behind these setbacks, providing some privacy to the residents. Enclosed parking is not provided; therefore there are few curb cuts and garage doors in the RED. Residents with cars rely on on-street parking. However, the one story cottages scattered throughout the RED, are an exception, as they have been built or retrofitted with parking.

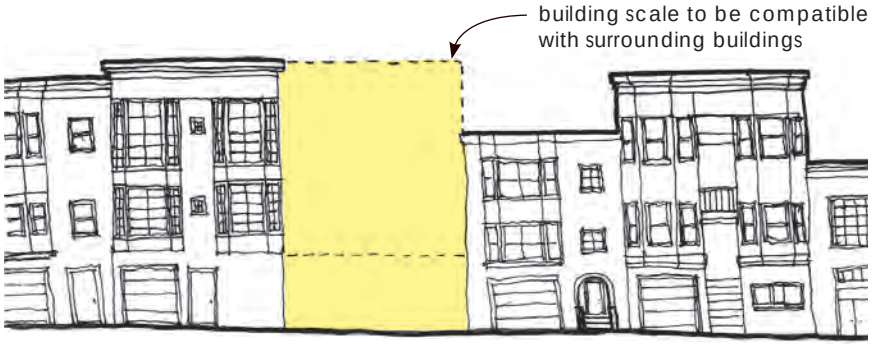
DESIGN PRINCIPLE: Buildings and building frontages should provide variety along a block, but remain consistent with the overall urban design. Designs should respect this by creating articulation without mixing radically different materials and construction methods, thereby, reducing the apparent bulk, massing and articulation.

STANDARD: Prohibit the conversion of residential uses to non-residential uses for recognized historic residential resources.

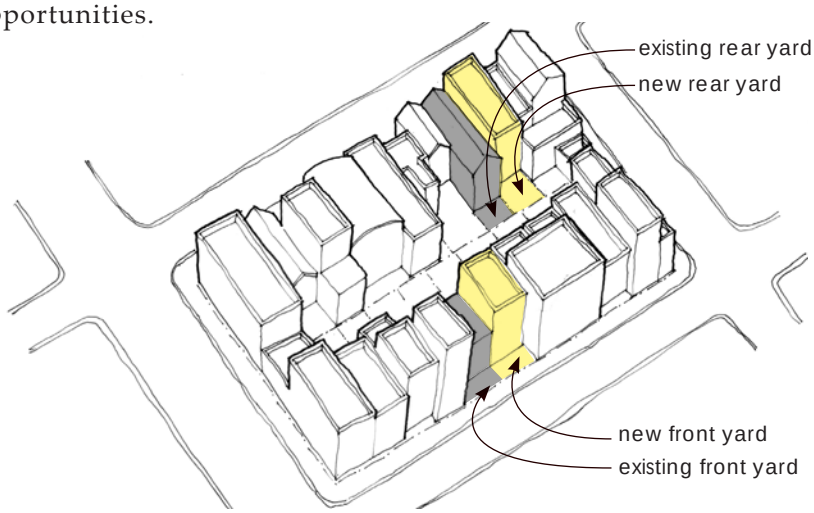
Scale & Massing

DESIGN PRINCIPLE: Provide new building scale and form that is compatible with surrounding buildings as a means of enhancing neighborhood character.

STANDARD: Provide new building heights that respect existing building heights in the district with appropriate setbacks and treatments that create coherent height transitions in adjacent building groups.

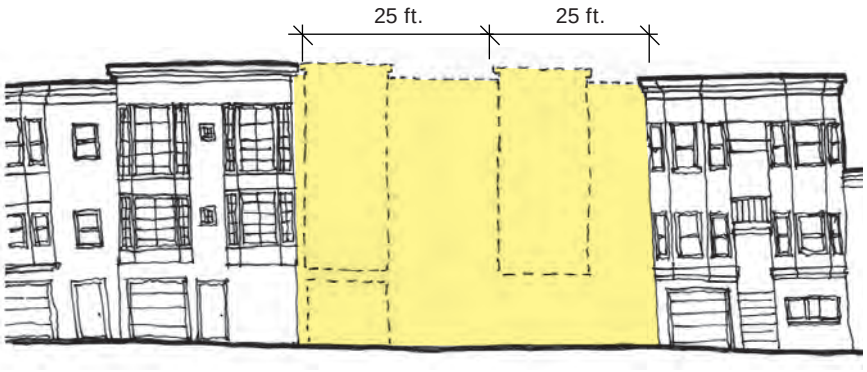


STANDARD: Promote a rear yard and front setback patterns found in the lot depth of surrounding buildings and anticipated infill opportunities.



STANDARD: Provide strong, repeating vertical articulation on new buildings to achieve visual harmony and sustain pedestrian interest and activity.

STANDARD: Avoid undifferentiated massing longer than 25 ft.



Façade Treatment

STANDARD: Integrate a consistent range of materials, colors and design elements, including, but not limited to, construction materials, roof lines, traditional & contemporary bays, entrances, windows & doors and pathways for each building.

STANDARD: New development should epitomize the best in contemporary architecture, but should do so with full awareness of, and respect for, the height, mass, articulation, historic context and materials of the best of the older buildings that surrounds them.

Lot Development Patterns

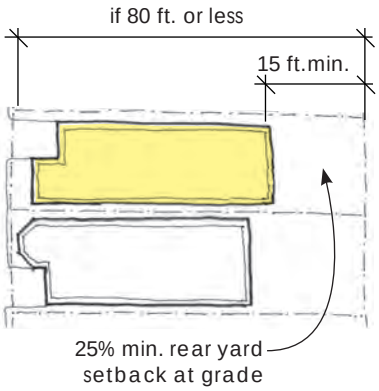
DESIGN PRINCIPLE: Promote lot development patterns that maximize at grade rear yard and front setback opportunities.

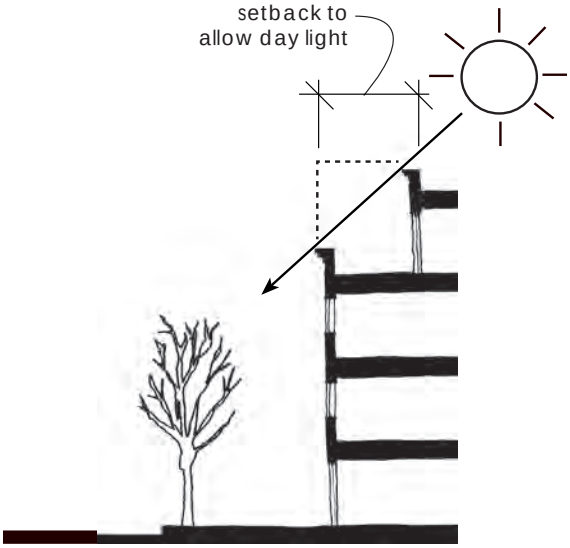
STANDARD: Prohibit lot aggregations greater than 50 ft.

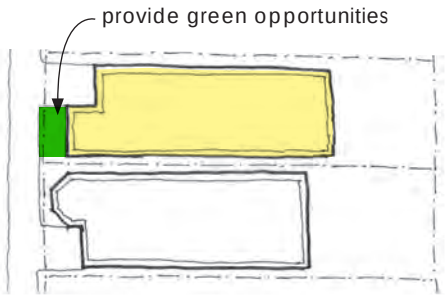
Rear Yards

STANDARD: Maintain, at grade, a minimum of 25 percent of the lot depth as a rear yard and no less than 15 ft. of at grade rear yard on lot when depth is 80 ft. or less.

STANDARD: Articulate the building to minimize impacts on light and privacy to adjacent properties.







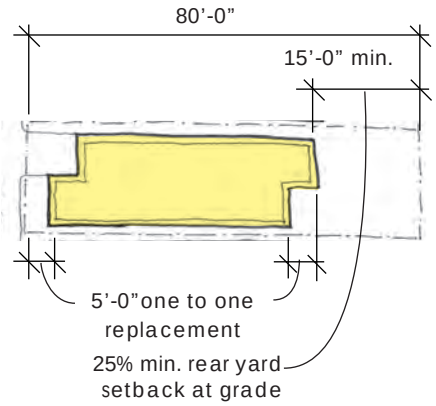
Front Setback

STANDARD: Treat the front setback so that it provides a pedestrian scale, green opportunities, privacy to inhabitants and enhances the street and pedestrian experience

STANDARD: Front setbacks can be used as one-to-one linear ft. replacements for the provision of rear yards up to the minimum 15 ft. rear yard requirement.

Varied Front Setbacks

STANDARD: In areas with varied front setbacks, design building setbacks to act as a transition between adjacent buildings and to unify the overall streetscape.

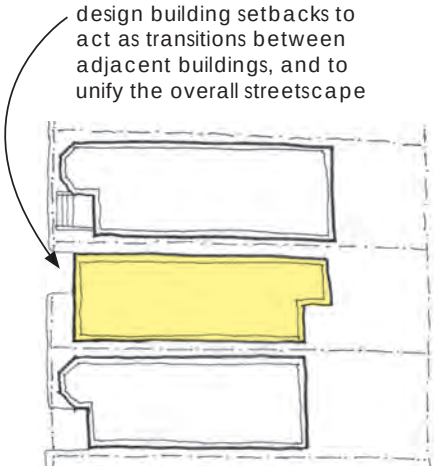


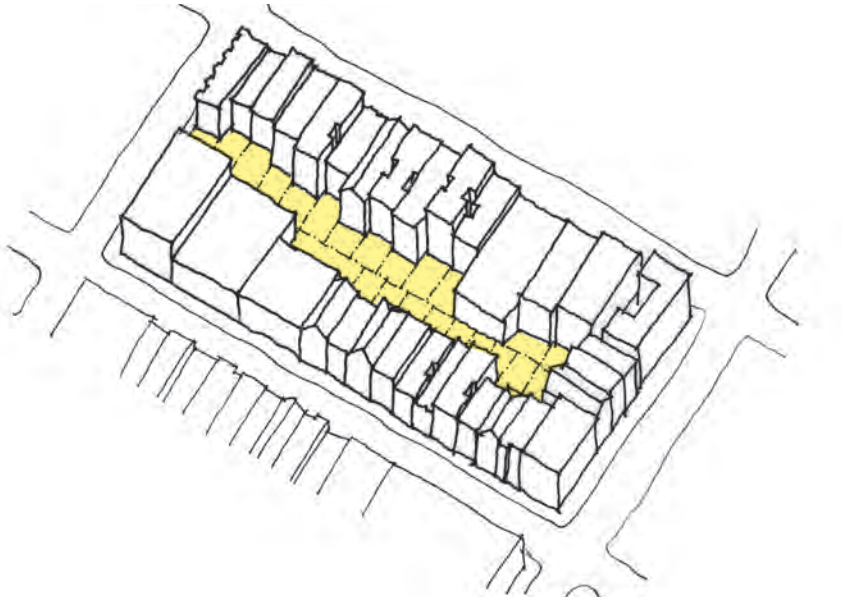
STANDARD: On key lots, locate rear yard decks to respect existing neighboring windows and open space.

Sunlight

STANDARD: Comply with **San Francisco's Alleys, Part of the Planning Department's Citywide Action Plan for Housing** guidelines.

STANDARD: Design buildings to maximize solar access in existing and future mid-block rear yard patterns.





Privacy

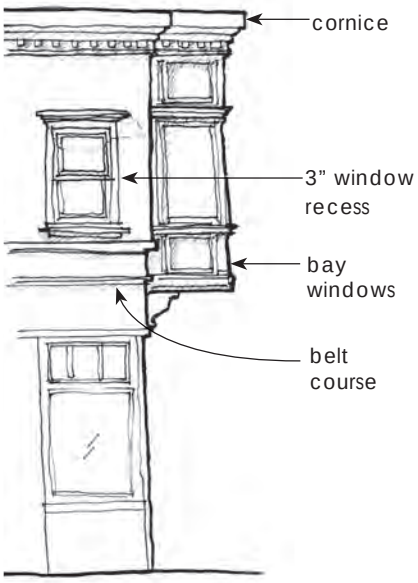
STANDARD: Provide building designs that promote accessibility and public realm improvements and assure necessary privacy for residential units away from the public realm.

Architectural Details

DESIGN PRINCIPLE: Provide architectural features that enhance the visual and architectural character of the neighborhood.

STANDARD: Design the placement and scale of architectural details to be compatible with the building, reinforcing the 25 ft. lot width residential module and the surrounding scale of the area.

STANDARD: Architectural detail should reflect the location, proximity to recognized historic context, surrounding uses and design integrity.



Window and Fenestration

STANDARD: Use windows and fenestration patterns that compliment the architectural character of the building and the context of adjacent buildings.

Window Size

STANDARD: Relate the proportion and size of windows to that of existing buildings in the neighborhood.

Window Features

STANDARD: Include three-dimensional window detailing, such as

bay windows, cornices, belt courses, window moldings and reveals to create shadows and add interest. A minimum window reveal of three inches is required and horizontal sliding windows or applied mullions on windows facing the street are not permitted.

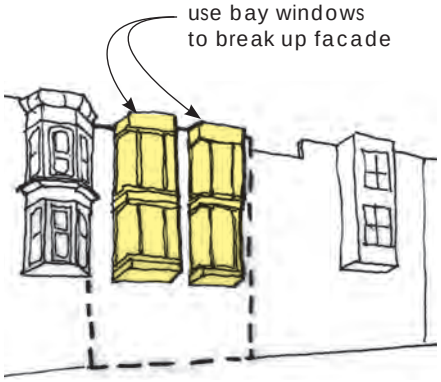
Window Material

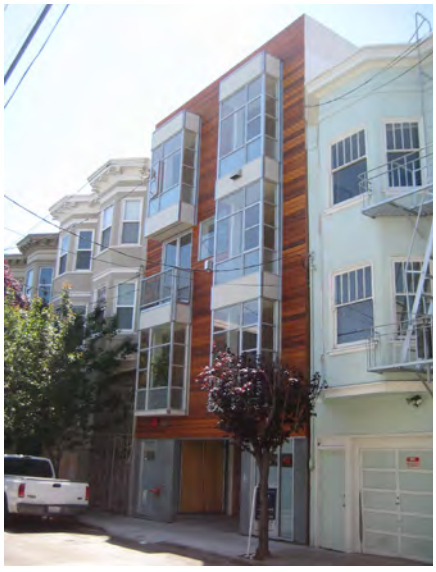
STANDARD: Use quality window materials on façades visible from the street that are compatible surrounding pre-1990 buildings.

Bay Windows

STANDARD: Design the length, height and type of bay windows to break up the scale of the building and add interest to the façade.

STANDARD: Bay windows may be traditional angled bays or reinterpreted to add living space and visual interest.





Finish Materials

DESIGN PRINCIPLE: The type, finish and quality of a building's materials must be compatible with those used in the surrounding area. Finishes need only be compatible, but not replications.

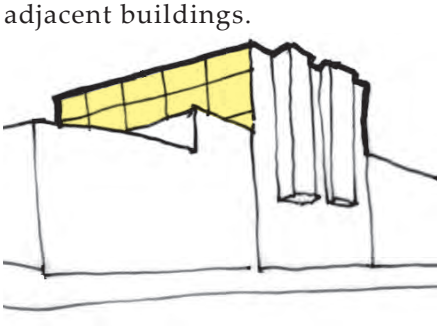
STANDARD: High-quality materials that promote permanence and express skilled craftsmanship, including wood, masonry, ceramic tile, pre-cast concrete and integrated, hard-coat stucco, should be used on all visible facades. Avoid using unauthentic materials, in particular those that have the appearance of a thin veneer or attachment.

STANDARD: Exterior materials should have integrity, be

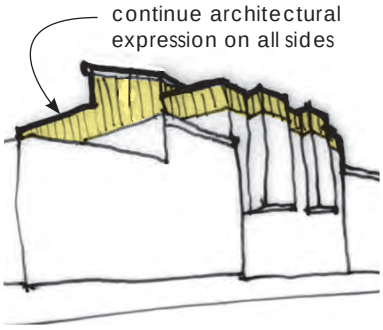
sustainable and be applied with thoughtfulness.

Exposed Building Walls

STANDARD: All exposed walls must be covered and finished with quality materials that are compatible with the front façade and adjacent buildings.



exposed wall - incorrect



finished exposed wall - correct

Material Detailing

STANDARD: Ensure that materials are properly detailed and appropriately applied.

Entrances

STANDARD: Design building entrances to enhance the connection between the public realm of the street and sidewalk with the private realm of the building.

STANDARD: Respect the existing pattern of building entrances.

Garages

DESIGN PRINCIPLE: Detail garage structures to create a visually interesting street frontage.

Garage Door Design and Placement

STANDARD: Design and place garage entrances to minimize impacts on the public realm and loss of existing on-street parking.

STANDARD: Doors should be compatible with the building and the surrounding area and add visual interest to the street.

one garage door;
10 ft. max. width
7 ft. max height

STANDARD: Interior garage lighting should not be visible on the exterior.

Garage Door Widths

STANDARD: A maximum of one garage door of no more than 10 feet in width is allowed on each lot.

STANDARD: Minimize the width of garage entrances for residential buildings.

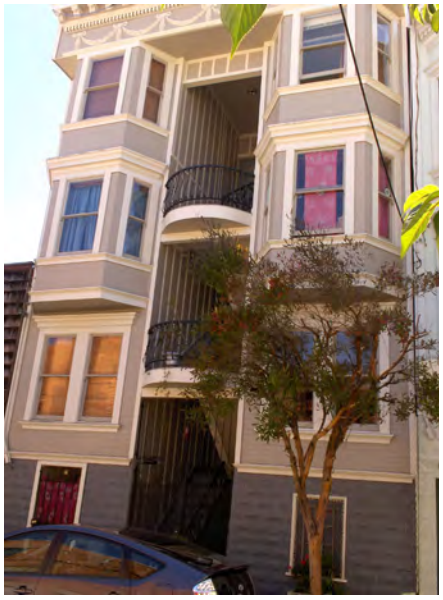
Curb Cuts

STANDARD: Coordinate the placement of curb cuts to minimize pedestrian and bicycle conflicts.

Parking

STANDARD: Where a property fronts both a main street and an alley, access to off-street loading and parking spaces shall be designed to be appropriate for both streets, with not all back of house at alley. Parking access, when possible shall be from the main streets in preference to pedestrian and bicycle use of alleys.

Other Details



DESIGN PRINCIPLE: Use architectural details to establish and define a building character, and to visually unify a neighborhood.

Utility Panels

STANDARD: Locate utility panels so they are not visible on the front building wall or on the sidewalk.

Decks

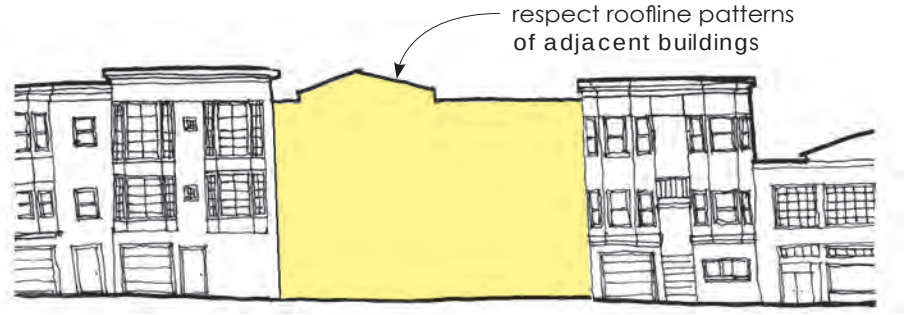
STANDARD: Although there is no existing pattern of alley façades, incorporation of decks with solid railings and massing can be integrated as design and open space features.

STANDARD: Prohibit the use of rooftop decks as a means of satisfying provision of required open space.

STANDARD: Balconies shall not be permitted on the first two floors of residential occupancy.

Rooflines

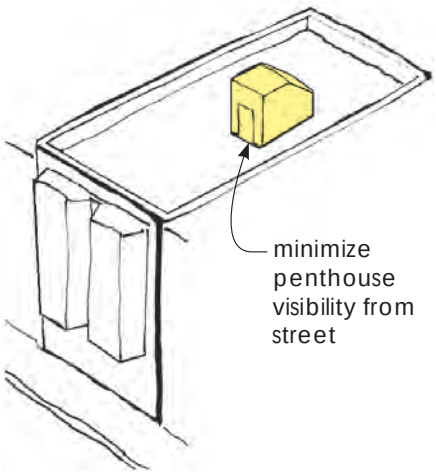
STANDARD: Design rooflines to be compatible with those found on surrounding buildings.



Rooftop Features

STANDARD: Sensitively locate and screen rooftop features so they do not dominate the appearance of a building.

Stair Penthouses



STANDARD: Minimize stair and elevator penthouses visibility from the street.

Parapets

STANDARD: Design parapets to be compatible with overall building proportions and other building elements.

Windscreens

DESIGN PRINCIPLE: Use architectural details to establish and help define a building character, and to visually unify a neighborhood.

STANDARD: Minimize windscreen impacts on the building design and maximize light to adjacent buildings.

Design Standards for Residential Enclave District Mixed

RED Mixed is a proposed new Residential Enclave District, which acknowledges and seeks to preserve the mixed-use character of many of the alleys in Western SoMa SUD. Unlike the REDs, that are predominantly residential in use, these alleys have historically been home to small scale residential structures as well as small scale commercial/warehouse buildings and uses. This new designation would recognize numerous alleys throughout the district for being the mix of residential, commercial, office and industrial. As evidenced by their number, these residential areas characterize much of the Western SoMa scale development that has evolved since the turn of the 20th century.

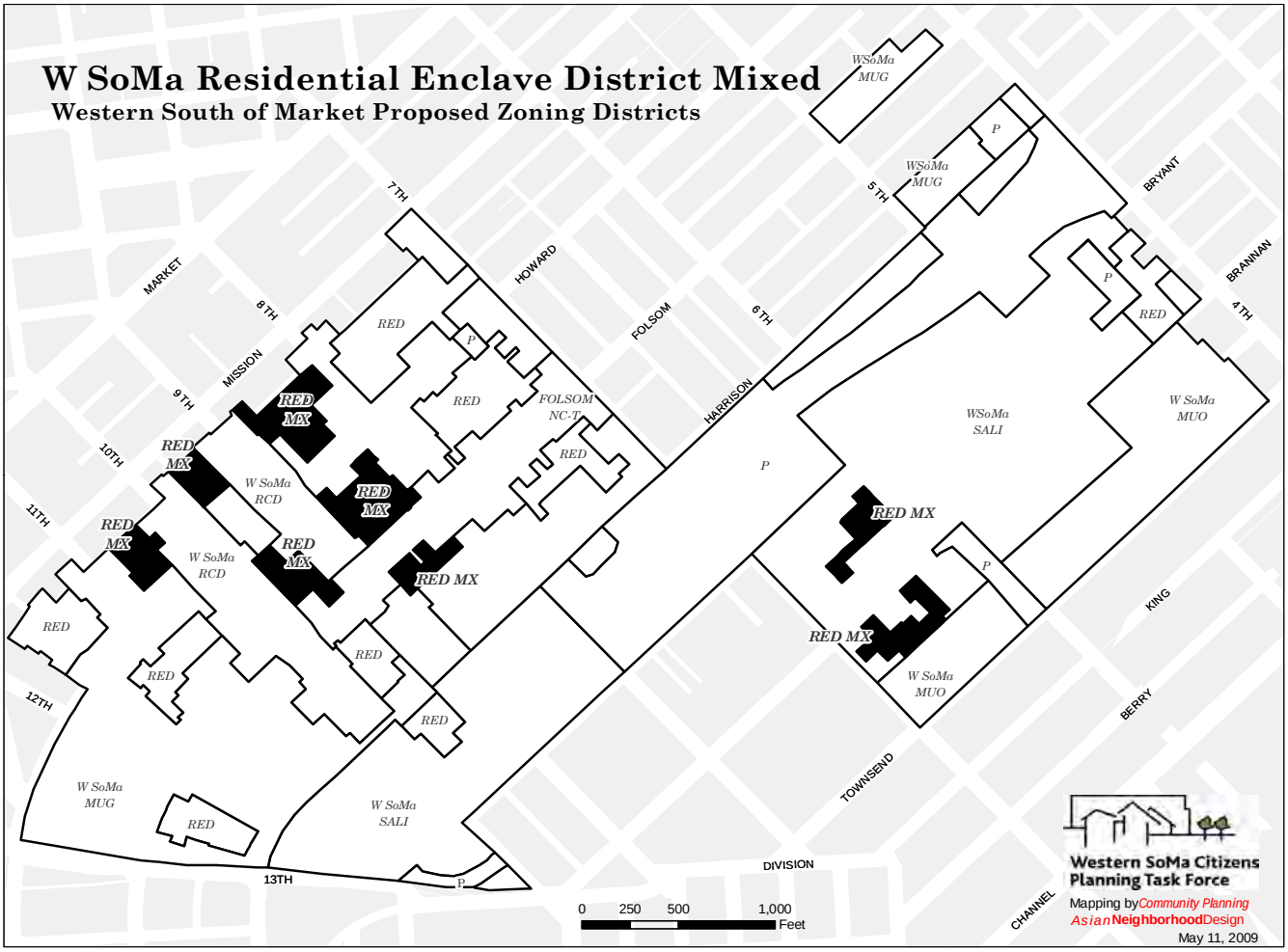
These residential alleys are characterized by small lots, mostly 25 ft. in width, with lot depths of less than the standard 100 ft. found typically in San Francisco. They were carved out of the large VARA blocks, sometimes providing access to the wider South of Market Streets, like Harrison and Folsom. The small scale residential pattern, mostly built after the 1906 earthquake, ranges from one story cottages and houses to multi-unit buildings (often referred to as "Romeo Flats" with three to seven units). Although the units are not large, many house families. The commercial fabric is also a relatively small scale composed of 50 ft. wide or double-lot warehouse buildings, built of wood with double height spaces and partial mezzanines.

These commercial spaces have been the home to many auto repair and construction trades that have direct access from the alleys, sky lit truss roofs and small offices found on the mezzanines. In

these areas, often a pattern of rear yards at grade does not exist. The few rear yards that are found in this district are perimetered by the commercial buildings that typically cover the entire lot. The commercial parcels have garage doors, for most of their street frontage, but sometimes are set back to provide entries or a planting strip at the street. These alleys have long had a peaceful coexistence between residential neighbors and commercial tenants.

In the establishment of the Western SoMa Citizens Planning Task Force, preservation of the alleys was considered one of the major goals of the legislation. Like the residential RED, these mixed-use alleys are regarded as the "life" of Western SoMa due to the bustling activity of the blue collar businesses.

GOAL: Preserve and protect the residential/commercial alleys in their scale, uses and open spaces.



GOAL: Preserve and improve pedestrian qualities, adding green where possible.

GOAL: Maintain sunlight to the streets and interior spaces.

GOAL: For alleys that back onto lots facing the "main streets", maintain and preserve pedestrian safety and amenities. Do not let the alleys only become the back doors and parking access for lots facing the "main streets."

DESIGN PRINCIPLE: Design and integrate creative design features that recognize the neighborhood cultural and historic significance.

DESIGN PRINCIPLE: Reinforce patterns of mid-block open space by adherence to rear yard requirements, while promoting opportunities for front yards, front stoops and green setbacks as part of the open space needs for residential uses.

Site

NEIGHBORHOOD CHARACTER

The predominant 25 ft. lot width is the basis for the neighborhood pattern. In these alleys, often two or more lots have been combined to allow for slightly larger footprints, yielding a mixture of smaller lot sizes to accommodate commercial uses. The commercial structures are one and two stories tall, often no taller than 25 to 30 feet tall. They are usually built of wood framed roofs resting on brick or wood perimeter walls. A mezzanine within the building often provides office and support spaces for the warehouse structure.

The commercial buildings' street façade is predominantly garage doors, which are sometimes set back to provide some planting. These buildings often cover the full lot depth and width. The residential structures, similar to those in the REDs, mostly built before the 1950s, are wood framed with two to four stories. They often are entered directly from the street with steps or stoops, sometimes even protruding into the public right of way. They often have small setbacks, allowing bay windows at their first floor, which also provides small planting areas at the street face. Many of the first floors are fixed several steps above the ground floor, providing some privacy to the residents. Enclosed parking is not usually provided for the residential buildings. Therefore, there

are few curb cuts and garage doors in the RED Mixed. Residents with cars use on-street parking. However, the one story cottages scattered throughout the district, are an exception, as they have been built or retrofitted with parking.

DESIGN PRINCIPLE: Preserve neighborhood character of the mix of uses by maintaining the balance of uses.

STANDARD: Prohibit the conversion of residential uses to non-residential uses for recognized historic residential resources.

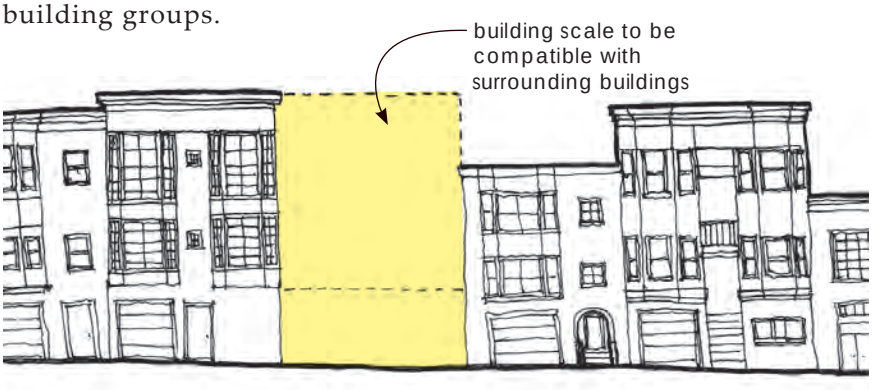
STANDARD: Up to 1,250 square ft. of non-residential gross floor area is allowed as of right on each lot. Over 1,250 square ft. of non-residential use is subject to Conditional Use authorization and could allow for a second garage door if deemed necessary to the operations of the non-residential uses in excess of 1,250 square ft. of gross floor area.

Scale and Massing

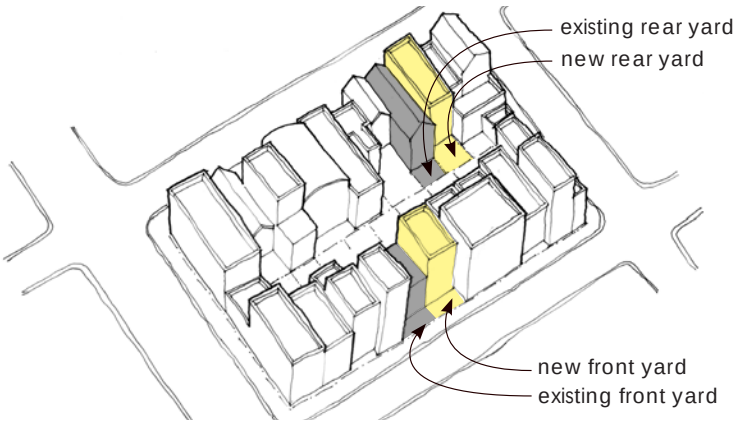
DESIGN PRINCIPLE: Buildings and their frontages should provide variety along a block, but remain consistent with the overall urban design. New design should respect the neighborhood character by creating articulation by not mixing radically different materials, and construction methods, thereby reducing the apparent bulk and mass.

DESIGN PRINCIPLE: Provide new building scale and form that is compatible with surrounding buildings and mix of uses as a means of enhancing neighborhood character.

STANDARD: Provide new building heights that respect existing building heights in the district with appropriate setbacks and treatments that create coherent height transitions in adjacent building groups.



STANDARD: Promote a rear yard and front setback patterns found in the lot depth of surrounding buildings and anticipated infill opportunities. Setbacks shall be provided at grade to allow greening opportunities and pervious surfaces.



STANDARD: Provide strong, repeating vertical articulation on new buildings to achieve visual harmony and sustain pedestrian interest and activity.

STANDARD: Avoid undifferentiated massing longer than 25 ft.

Façade Treatment

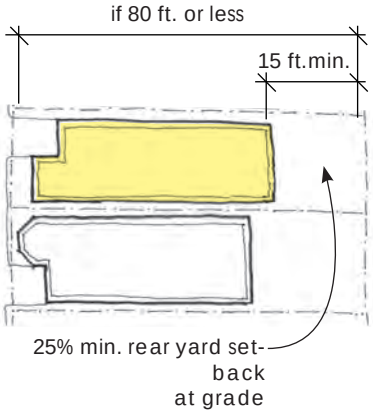
STANDARD: Integrate a consistent range of materials, colors and design elements, addressing, but not limited to, construction materials, roofs lines, entrances, windows, doors and patterns for each building.

STANDARD: New development should epitomize the best in contemporary architecture, but should do so with full awareness of, and respect for, the height, mass, articulation, historic context and materials of the best of the older buildings that surrounds them.

Lot Development Patterns

DESIGN PRINCIPLE: Promote lot development patterns that maximize at grade rear yard and front setback opportunities.

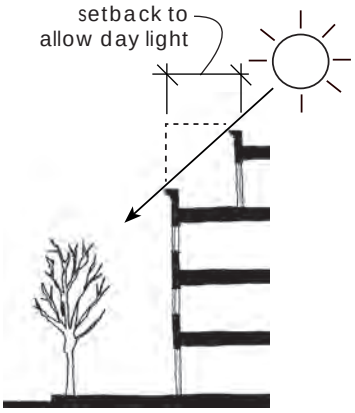
STANDARD: Prohibit lot aggregations greater than 50 ft. or two lots, whichever is smaller.

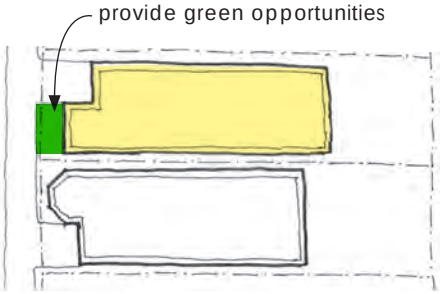


Rear Yards

STANDARD: Maintain, at grade, a minimum of 25 percent of the lot depth as a rear yard and no less than 15 ft. of at grade rear yard on when lot depth is 80 ft. or less.

STANDARD: Articulate the building to minimize impacts on light and privacy to adjacent properties.





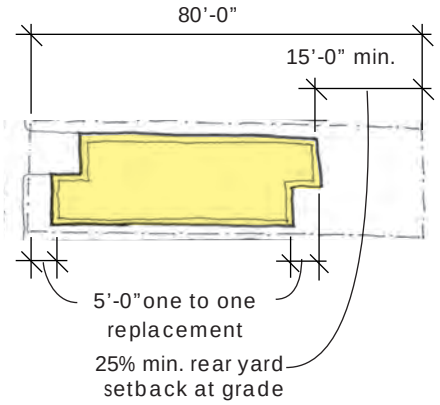
Front Setback

STANDARD: Treat the front setback so that it provides a pedestrian scale and enhances the street.

STANDARD: Design front yard setbacks so there is opportunity to provide greening at street edge.

STANDARD: Front setbacks can be used as one-to-one linear foot replacements for the provision of rear yards up to the minimum 15 ft. rear yard requirement.

Varied Front Setbacks



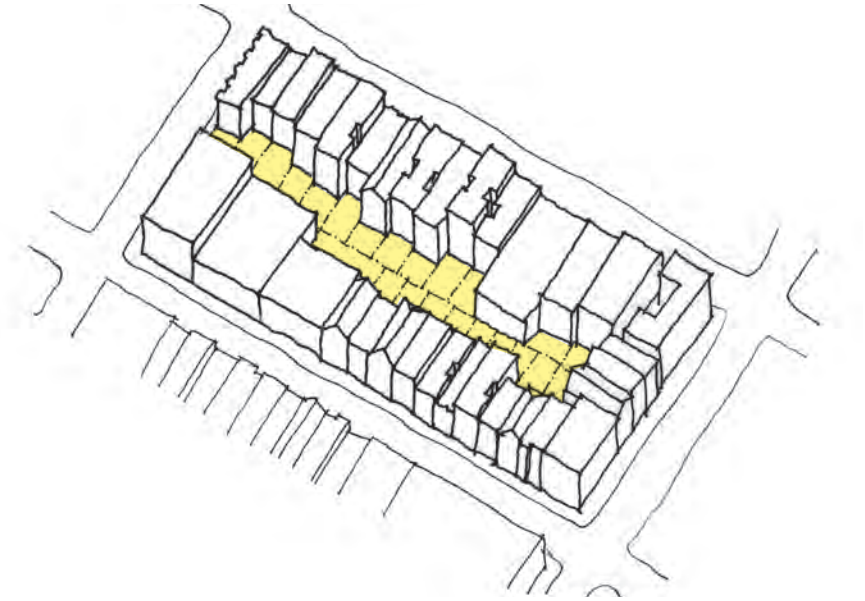
STANDARD: In areas with varied front setbacks, design building setbacks to act as a transition between adjacent buildings and to unify the overall streetscape.

STANDARD: On key lots, locate rear yard decks to respect existing neighboring windows and open space.

Sunlight

STANDARD: Comply with **San Francisco's Alleys, Part of the Planning Department's Citywide Action Plan for Housing** guidelines.

STANDARD: Design buildings to maximize solar access in existing and future mid-block rear yard patterns.



Privacy

STANDARD: Provide building designs that promote accessibility and public realm improvements while assuring privacy away from the public realm.

Architectural Details

DESIGN PRINCIPLE: Provide architectural features that enhance the visual and architectural character of the neighborhood.

STANDARD: Design the placement and scale of architectural details to be compatible with the building, reinforcing the 25 foot lot width residential module and the surrounding scale of the area.

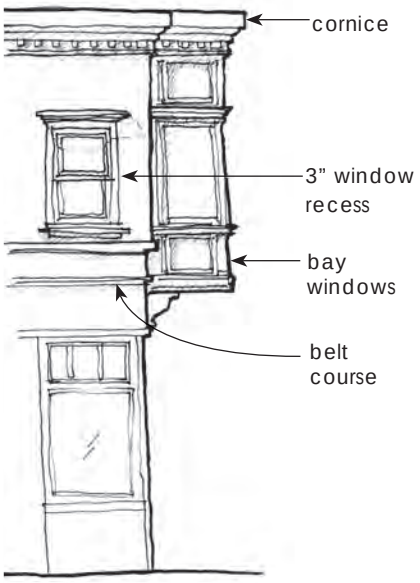
STANDARD: Architectural detail should reflect the location, proximity to recognized historic context, surrounding uses and design integrity.

Window and Fenestration

STANDARD: Use windows and fenestration patterns that compliment the architectural character of the building and the context of buildings in the block face.

Window Size

STANDARD: Relate the proportion and size of windows to that of existing buildings in the neighborhood.



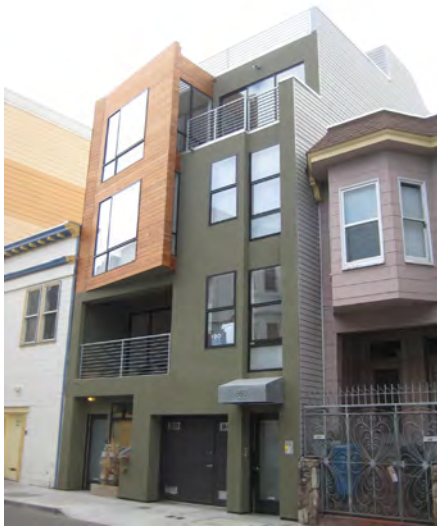
Window Features

STANDARD: Include three-dimensional window detailing, such as bay windows, cornices, belt courses, window moldings, and reveals to create shadows and add interest. In residential structures a minimum window reveal of three inches is required above the ground floor and horizontal sliding windows or applied mullions on windows facing the street are not permitted.

Window Material

STANDARD: Use window materials on façades visible from the street that are compatible surrounding pre-1990 buildings on alleys.

Bay Windows



STANDARD: Design the length, height and type of bay windows to break up the scale of the faced and add interest to the façade.

STANDARD: Bay windows may be traditional angled bays or reinterpreted to add living space and visual interest and are consistent with the Planning Department's definition of bay windows.

Finish Materials

DESIGN PRINCIPLE: The type, finish and quality of a building's materials must be compatible with those used in the surrounding

area. Finishes need only be compatible, but not replications.

STANDARD: High-quality materials that promote permanence and express skilled craftsmanship, including wood, masonry, ceramic tile, pre-cast concrete and integrated, hard-coat stucco, should be used on all visible facades. Avoid using inauthentic materials, in particular those that have the appearance of a thin veneer or attachment, such as EIFs or tilt-up panels.

STANDARD: Exterior materials should have integrity, be sustainable and be applied with integrity.

Exposed Building Walls

STANDARD: All exposed walls must be covered and finished with quality materials that are compatible with the front façade and adjacent buildings.

Material Detailing

STANDARD: Ensure that materials are properly detailed and appropriately applied.

Entrances

STANDARD: Design building entrances to enhance the connection between the public realm of the street and sidewalk with the private realm of the building.

STANDARD: Respect the existing pattern of building entrances.

Garages

DESIGN PRINCIPLE: Detail garage structures to create a visually interesting street frontage.

Garage Door Design and Placement

STANDARD: Design and place garage entrances to minimize impacts on the public realm and loss of existing on-street parking.

STANDARD: Doors should be compatible with the building and the surrounding area and add visual interest to the street.

one garage door;
10 ft. max. width
7 ft. max height

STANDARD: Interior garage lighting should not be visible to the outside.

Garage Door Widths

STANDARD: A maximum on one garage door of no more than 10 ft. in width and 7 ft. in high is allowed on each lot for residential structures.

STANDARD: For commercial building, garage door(s) should be integrated into the façade to create pedestrians interest.

STANDARD: Minimize the width of garage entrances.

Curb Cuts

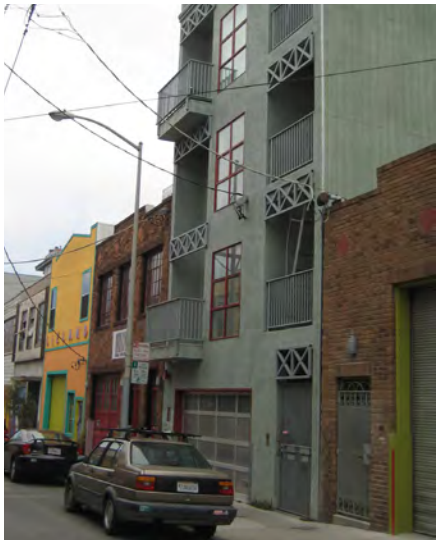
STANDARD: Coordinate the placement of curb cuts to minimize pedestrian and bicycle conflicts.

Parking

STANDARD: Access to off-street loading and parking spaces shall be from the main streets in preference to pedestrian and bicycle use of alleys.

STANDARD: Prohibit light visible on the street from parking areas through garage doors.

Other Details



DESIGN PRINCIPLE: Use architectural details to establish and define a building character and to visually unify a neighborhood.

Utility Panels

STANDARD: Locate utility panels so they are not visible on the front building wall or on the sidewalk.

Decks

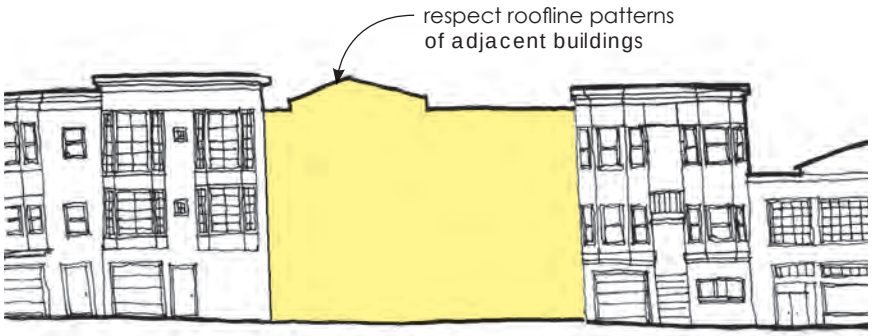
STANDARD: Although there is no existing pattern of alley façades, incorporation of decks and balconies with solid railings and massing can be integrated as design and open space features.

STANDARD: Balcony decks shall not be permitted on the first two floors of residential occupancy.

STANDARD: Prohibit the use of rooftop decks as a means of satisfying provision of required open space.

Rooflines

STANDARD: Design rooflines to be compatible with those found on surrounding buildings.

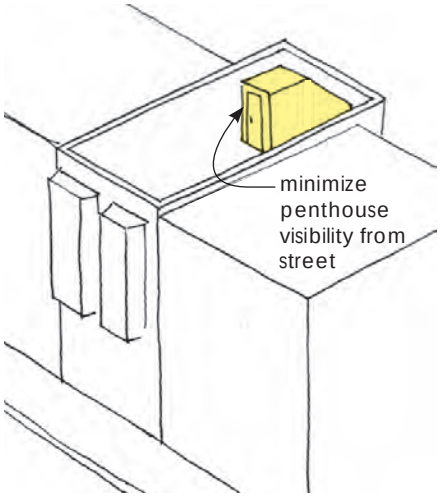


Rooftop Features

STANDARD: Sensitively locate and screen rooftop features so they do not dominate the appearance of a building.

Stair Penthouses

STANDARD: Minimize stair and elevator penthouses visibility from the street.



Parapets

STANDARD: Design parapets to be compatible with overall building proportions and other building elements.

Windscreens

DESIGN PRINCIPLE: Use architectural details to establish and define a building character and to visually unify a neighborhood.

STANDARD: Minimize windscreens impacts on the building design and maximize light to adjacent buildings.

Signage

STANDARD: New signs and their associated components should be integrated with the building overall design concept and should not overwhelm the building façade with either color or size.

Design Standards for Neighborhood Commercial Transit Corridors - Folsom NCT

Folsom street is considered to be a neighborhood serving ceremonial center. Plans have been made to convert the busy street into a two-way boulevard with additional transit service, and more traffic-calming, pedestrian improvements. Folsom Street embodies the Western SoMa's historic character and lively, dynamic neighborhood cultural scene.

The Western SoMa Task Force identified street system hierarchy that distinguishes between regional and neighborhood serving streets. Some of the principal traffic corridors such as 7th, 9th, and 10th Streets, as well as Harrison and Howard Streets are one-way streets leading to and from the elevated highways.

The community wishes to promote local small-scale, pedestrian-oriented streets dominated by storefront buildings that provide an eclectic mix of shops, restaurants and services for residents, commerce, tenants and visitors. Attractive and safe pedestrian and bike connections need reinforcement to link the area theaters, arts and community facilities. To thrive, businesses require affordable parking, attractive streetscapes and access to good local and regional transportation. Public spaces such as sidewalk cafes and street performance areas provide respite and stimulate pedestrian activity but also require increased measures to ensure public safety and comfort.

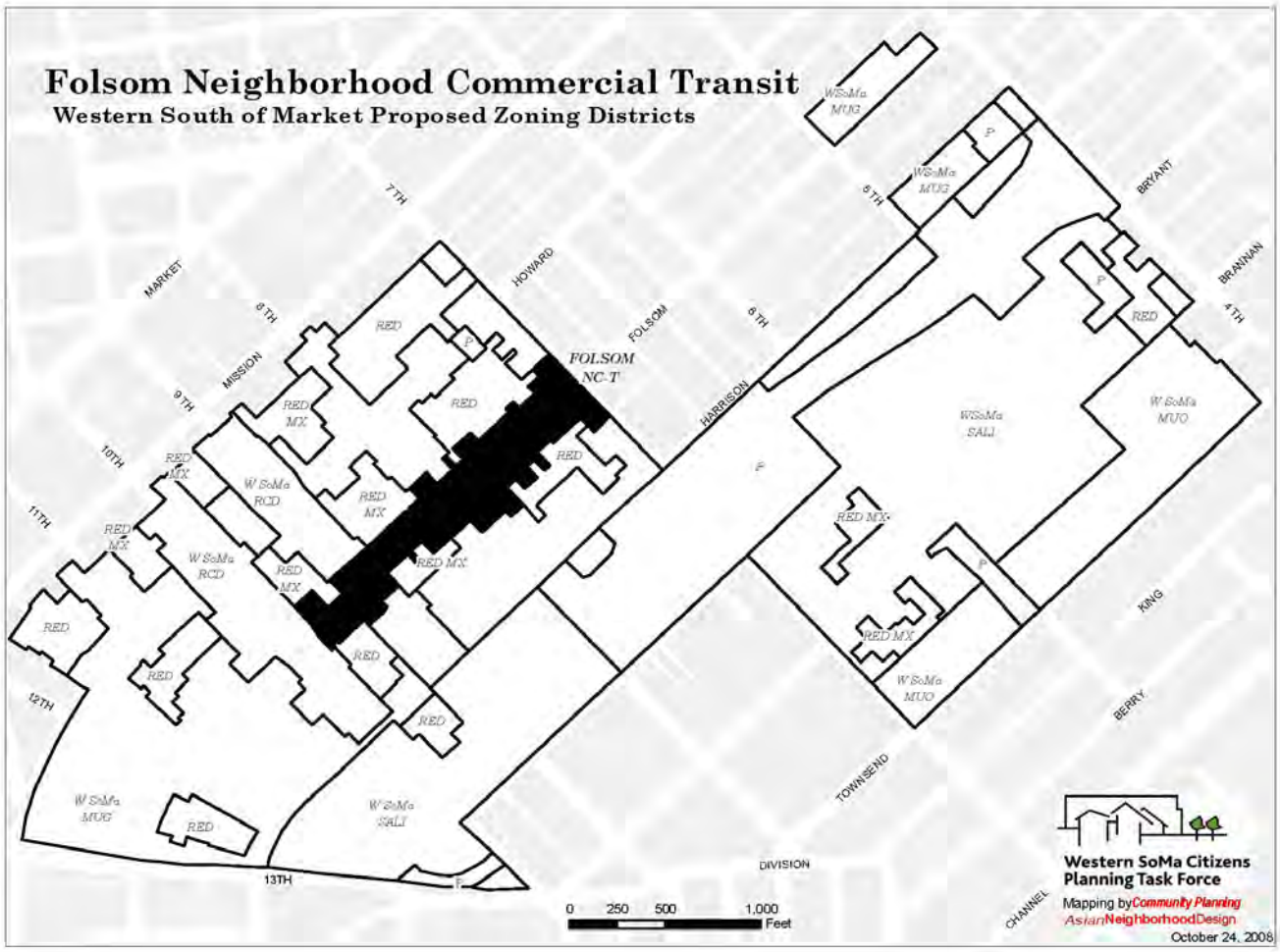
Neighborhood Commercial Transit (NCT)-Folsom corridor zoning is proposed to run along Folsom Street from 10th Street to 6th Street and connect to the NCT-SoMa in the East SoMa Plan.

GOAL: Promote designs that add vitality, visual interest and features responsive to the ceremonial character of a culturally significant neighborhood commercial street.

GOAL: Design and integrate creative design features that recognize the neighborhood cultural and historic significance.

GOAL: Enhance pedestrian qualities and provide pedestrian amenities.

DESIGN PRINCIPLE: Develop an architectural concept and compose the building massing in response to environmental conditions and patterns in consideration of the new height limit proposed for this corridor.



STANDARD: Encourage design compatibility with the neighborhood context.

STANDARD: Create harmonious bulk and scale transitions.

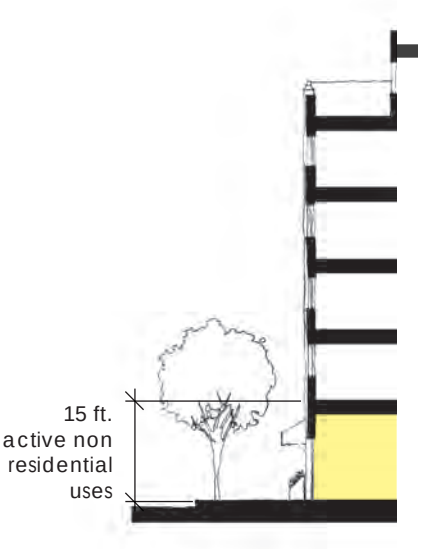
STANDARD: Respect the massing of the building to create a transition to the height, bulk, and scale of development in nearby MUG, RED and RED Mixed zones.

STANDARD: Discourage blank façades. Prohibit blank walls facing the street, especially near sidewalks. Encourage visibility into spaces, no parking within 25 feet of front façade.

Site

NEIGHBORHOOD CHARACTER

Folsom Street has a diverse architectural character from small to mid-rise residential flats interspersed with low-rise commercial warehouse buildings. Current buildings range in scale from one story to four story buildings. The commercial buildings have façades with simple patterns of fenestration. The street also serves as an important community gathering location for the annual and internationally recognized Folsom Street Fair.



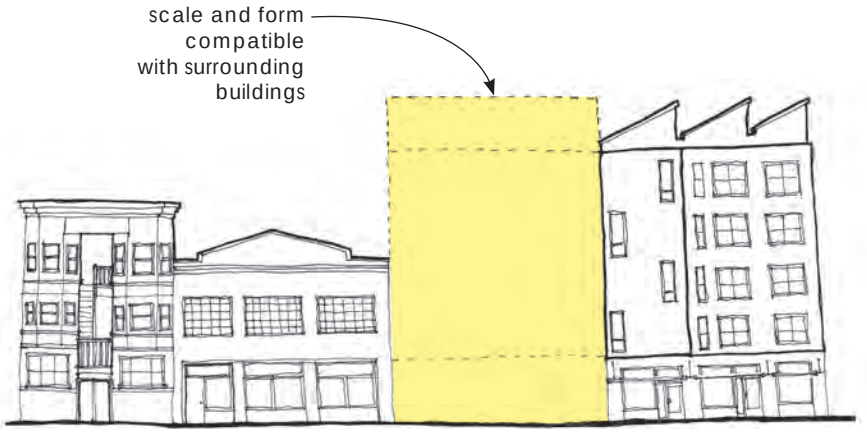
DESIGN PRINCIPLE: Buildings and building frontages should provide variety along a block, but remain consistent with the overall urban design concept for the area by not mixing radically different materials, construction methods, bulk, massing and articulation.

STANDARD: Promote active non-residential uses in the first 15 vertical feet of the adaptive reuse of existing buildings and new infill construction.

STANDARD: Permit neighborhood and city serving office uses on only the first or second floor of occupied building area.

Scale

DESIGN PRINCIPLE: Provide new building scale and form that is compatible with surrounding buildings and mix of uses as a means of enhancing neighborhood character.

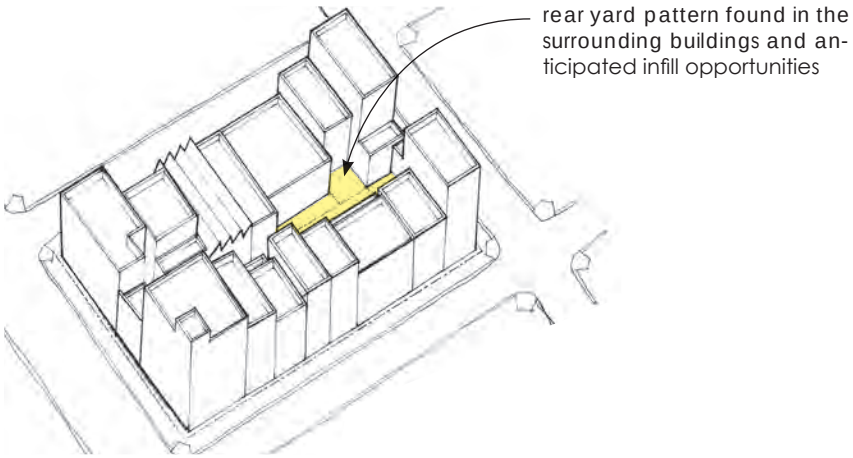


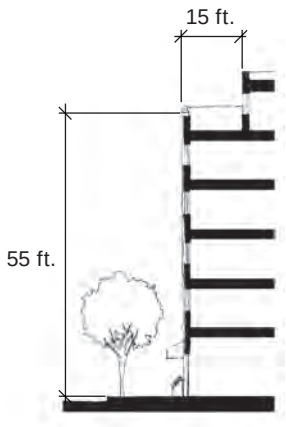
Massing

STANDARD: Provide new building heights that respect existing building heights in the district with appropriate setbacks and treatments that create coherent height transitions in adjacent historic building groups.

STANDARD: Design building forms to be compatible with that of surrounding historic buildings.

STANDARD: Promote a rear yard pattern found in the lot depth of existing surrounding buildings and anticipated infill opportunities.





STANDARD: Require a minimum of a 15 ft. setback above 55 ft. of building height on all Folsom Street façades.

STANDARD: Provide first floor setbacks to create opportunities for publicly accessible open space with wind protection and solar access.

Façade Treatment

STANDARD: Design façade widths to be compatible with those found on surrounding buildings. Maintain the neighborhood "warehouse/commercial" character while introducing "Mixed Use Buildings".

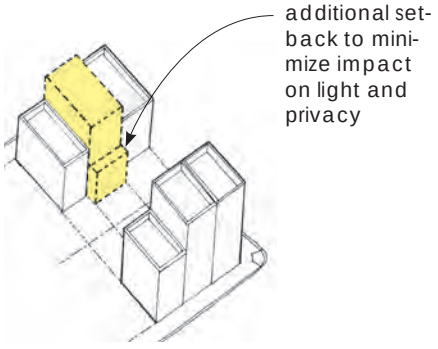
Lot Development Patterns

DESIGN PRINCIPLE: Promote lot development patterns that maximize at-grade front yard and setback opportunities.

STANDARD: Prohibit lot aggregations greater than 100 ft. (or 50 ft.).

Rear Yards

STANDARD: Enforce established rear yard requirements.



STANDARD: Promote an at-grade rear yard patterns found in the lot depth of surrounding buildings and anticipated infill opportunities.

STANDARD: Articulate the building to minimize impacts on light and privacy to adjacent properties.

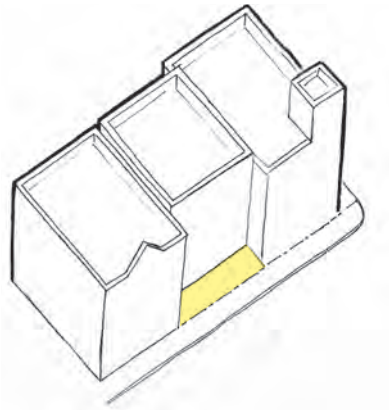
STANDARD: Design the height and depth of the building to be

compatible with the existing building scale at the existing or potential sites for the creation of mid-block open space.

Front Setback

STANDARD: Require a minimum 15 ft. front setback on all building façades facing streets, other than alleys, at 55 ft. in height and above.

STANDARD: Promote opportunities for front yards, front stoops and green setbacks as part of the open space needs for small mixed use environments.



STANDARD: Treat front setbacks to provide a pedestrian scale and enhancements to the street.

Varied Front Setbacks

STANDARD: In areas with varied front setbacks, design building setbacks to act as a transition between adjacent buildings and to unify the overall streetscape.

Sunlight

STANDARD: Comply with **San Francisco's Alleys, Part of the Planning Department's Citywide Action Plan for Housing** guidelines.

STANDARD: Design buildings to maximize solar access in existing and future mid-block rear yard patterns.

Privacy

STANDARD: Provide building designs that promote accessibility and public realm improvements while assuring necessary privacy away from the public realm.

Architectural Details

DESIGN PRINCIPLE: Provide architectural features that enhance the visual and architectural character of the neighborhood.

STANDARD: Design the placement and scale of architectural details to be compatible with the building, reinforcing a 50 ft. lot width module and the surrounding scale of the area.

STANDARD: Design the placement and scale of architectural details to be compatible with the building and the adjacent uses.

STANDARD: Ground-floor commercial façades should be 75 percent transparent to allow a clear view inwards to an active space from the street and should not be tinted. Post-construction alterations, such as retail displays, should not obscure the clear view for more than 40 percent of the fenestration.

STANDARD: Architectural detail should reflect the location, proximity to recognized historic context, surrounding uses and design integrity.

STANDARD: Architectural detail should reflect the "warehouse" character of the neighborhoods, but may also use typical residential vocabulary at residential levels.

Window and Fenestration

STANDARD: Use windows and fenestration patterns that compliment the architectural character of the building and the context of adjacent buildings.

Window Size

STANDARD: Relate the proportion and size of windows to that of existing buildings in the neighborhood.

Window Features

STANDARD: Design window features to be compatible with building context and mix of uses on the existing block faces (both sides of the street).

STANDARD: Include three-dimensional window detailing, such as bay windows, cornices, belt courses, window moldings, and reveals to create shadows and add interest. A minimum window reveal of three inches is required above the ground floor and horizontal sliding windows or applied mullions on windows facing the street are not permitted.

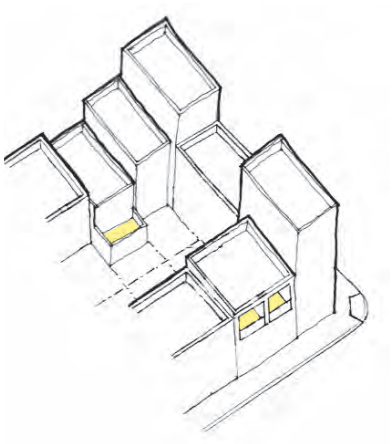
Window Material

STANDARD: Use window materials on façades visible from the street that are compatible surrounding pre-1990 buildings.

Bay Windows

STANDARD: Design the length, height and type of bay windows to break up the scale of the faced and add interest to the façade.

STANDARD: Bay windows may be traditional angled bays or reinterpreted to add living space and visual interest and are consistent with the Planning Department's definition of bay windows.



Decks

STANDARD: Although there is no existing pattern of alley façades, incorporation of decks with solid railings and massing can be integrated as design and open space features.

STANDARD: Prohibit the use of rooftop decks as a means of satisfying provision of required open space.

STANDARD: Balconies shall not be permitted on the first two floors of building.

Finish Materials

STANDARD: The type, finish and quality of a building's materials must be compatible with those used in the surrounding area. Finishes need only be compatible, but not replications.

STANDARD: Exterior materials should have integrity, be sustainable and be applied with integrity.

Exposed Building Walls

STANDARD: All exposed walls must be covered and finished with quality materials that are compatible with the front façade and adjacent buildings.

Material Detailing

STANDARD: Ensure that materials are properly detailed and appropriately applied.

Entrances

DESIGN PRINCIPLE: Clearly distinguish residential from non-residential uses entrances through the use of innovative design integrity and where appropriate sensitive signage programs.

STANDARD: Design building entrances to enhance the connection between the public realm of the street and sidewalk with the private realm of the building.

STANDARD: Respect the existing pattern of building entrances.

Garages

DESIGN PRINCIPLE: Detail garage structures to create a visually interesting street frontage. No open garage facades, so there should be no visibility into the parking area.

Garage Door Design and Placement

STANDARD: Design and place garage entrances to minimize impacts on the public realm.

STANDARD: Doors should be compatible with the building and the surrounding area and add visual interest to the street.

STANDARD: Interior garage lighting should not be visible to the exterior

Garage Door Widths

STANDARD: Minimize the width of garage entrances for residential buildings.

Curb Cuts

STANDARD: Coordinate the placement of curb cuts to minimize pedestrian and bicycle conflicts and maximize on street parking.

Parking

STANDARD: Access to off-street loading and parking spaces shall be from the main streets in preference to pedestrian and bicycle use of alleys.

Other Details

DESIGN PRINCIPLE: Use architectural details to establish and define a building character and to visually unify a neighborhood.

Utility Panels

STANDARD: Locate utility panels so they are not visible on the front building wall or on the sidewalk.

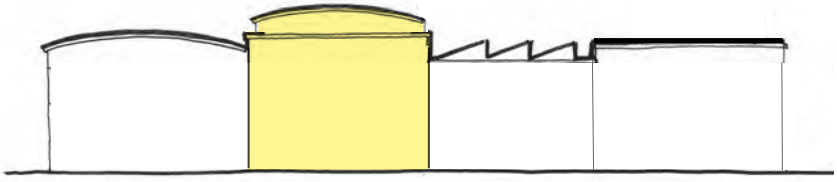
Decks

STANDARD: Permit decks on any side of a building so long as the deck design is compatible with and integrated into the building form.

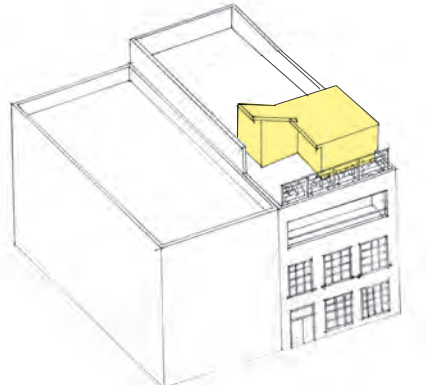
Rooflines

DESIGN PRINCIPLE: Use architectural details to establish and define a building character, and to visually unify a neighborhood.

STANDARD: Design rooflines to be compatible with those found on surrounding buildings.



STANDARD: Sensitively locate and screen rooftop features so they do not dominate the appearance of a building.



Stair Penthouses

STANDARD: Minimize stair and elevator penthouses visibility from the street.

Parapets

STANDARD: Design parapets to be compatible with overall building proportions and other building elements.

Windscreens

STANDARD: Minimize windscreens impacts on the building design and maximize light to adjacent buildings.

Utility Panels

STANDARD: Locate utility panels so they are not visible on the front building wall or on the sidewalk.

Design Standards for Regional Commercial Districts - 9th and 10th Street RCD Corridors

The regional-serving 9th and 10th streets carry a substantial amount of through-traffic to and from the freeway. Along with 9th and 10th streets, running north-south, Harrison and Bryant streets, running in the east-west, are part of the Western SoMa street system hierarchy. This Regional Commercial District (RCD) contains uses that serve the larger region, beyond the local neighborhood. The zoning controls proposed on 9th and 10th streets, like the NCT-Folsom controls, will regulate uses on a floor by floor basis.

This designation to areas that were formally zoned Service Light Industrial Residential (SLR), applies to those wide streets in Western SoMa that service as feeders to and from the regional serving freeways. These streets carry four lanes of one-way traffic, in addition to their parking lanes, moving at fast speeds towards the highway on ramps. Both sides of 9th and 10th Streets are characterized by many multi-story warehouse historical buildings, containing a variety of light manufacturing, distribution centers, design offices and other varied commercial tenants, such as furniture stores. This area also houses smaller residential buildings scattered throughout the district. The challenge of this area is to accommodate these regional traffic demands, while encouraging uses that would not be as affected by the pollution and noise of the large traffic volumes that routinely use these thoroughfares. The RCD also contains several large potential development sites, greater than a one-half acre, that provide

special opportunities for Western SoMa.

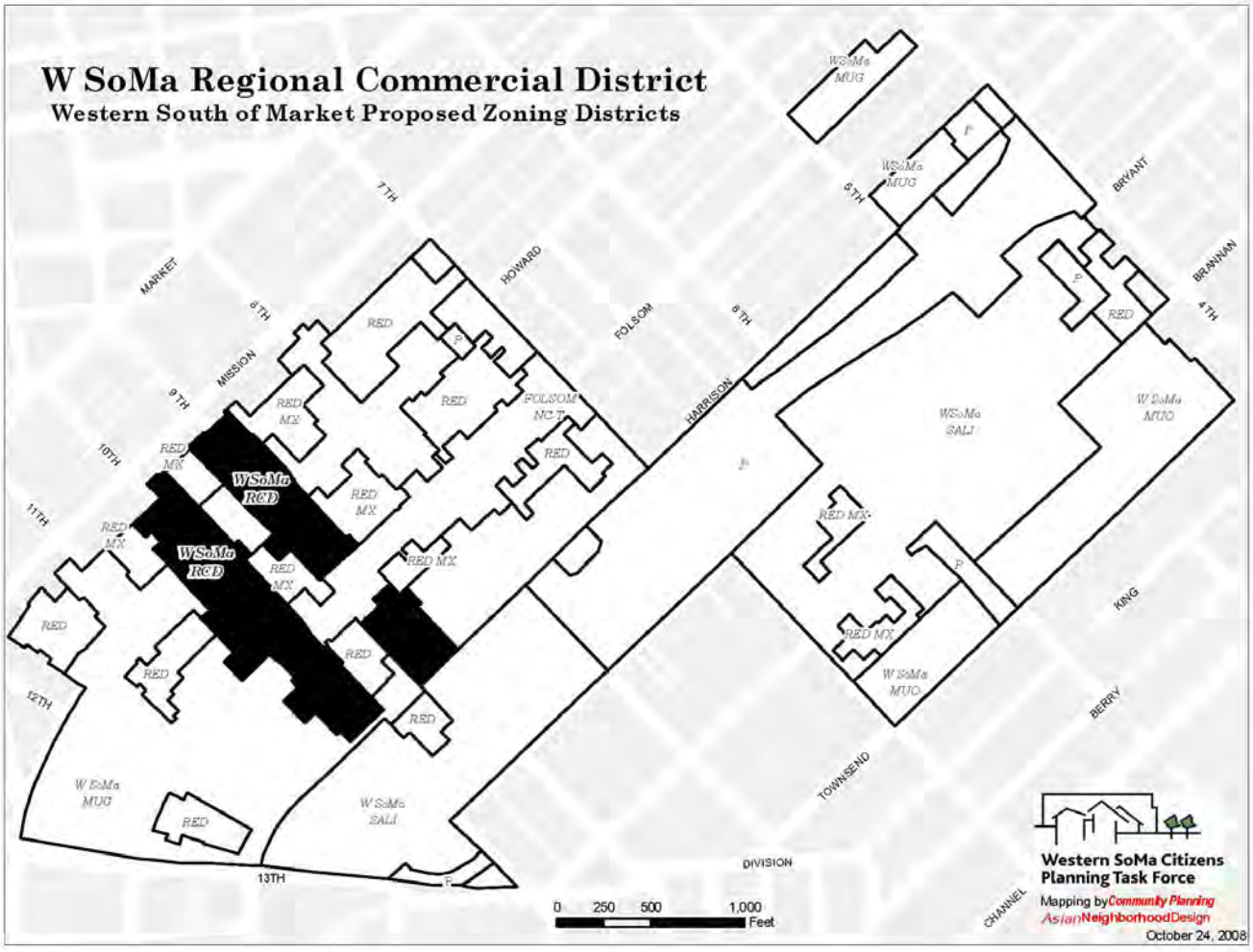
The district proposes to restrict Single Room Occupancy buildings while encouraging mixed unit type dwellings, allowing office and light industrial uses.

GOAL: Acknowledge the demands of these major thoroughfares as vital contributors to Western SoMa, San Francisco and the region.

DESIGN PRINCIPLE: Minimize traffic flow conflicts by limiting curb cuts and sensitive location of loading docks.

DESIGN PRINCIPLE: Enhance pedestrian friendly environments and provide commercial uses and more public accessible green space for both workers and residents.

DESIGN PRINCIPLE: Develop an architectural concept and compose the building massing in response to historic fabric and



cultural significance, geographic conditions and patterns of nearby urban form.

STANDARD: Encourage design compatibility with the neighborhood context with historic buildings.

STANDARD: Create harmonious bulk and scale transitions.

STANDARD: Respect the massing of the building to create a transition to the height, bulk, and scale of development in nearby MUG, RED, RED Mixed and NCT zones.

STANDARD: Discourage blank façades. Prohibit blank walls facing the street, especially near sidewalks and encourage visibility into building.

Site

NEIGHBORHOOD CHARACTER

Most lots in the RCD districts are larger and have more street frontage than the traditional 25 ft. San Francisco lot width. Existing buildings cover most or all of the lot area, but, vary in height from two to four stories. Alleys intersect these large streets providing rear access to larger commercial warehouse style buildings. Non-residential buildings are characterized by simple forms and industrial sash windows that provide light to ground floor uses and upper mezzanine accessory offices. Some buildings contain showrooms on the first floor and others have loading bays off the main streets. The architectural vocabulary of these commercial buildings is reminiscent of deco style and classic forms (bases, cornices and pilasters that subdivide vertical bays). These buildings are most often built out to the front property line with little to no protrusions beyond the front façade (i.e., no bay window or decks).

The limited residential character of the streets is of smaller scale than the commercial buildings and is scattered in somewhat isolated instances. Residential uses are found in both older buildings containing flats and more recently developed live/work lofts. The sidewalks are not particularly wide and carry limited day time pedestrian traffic. Very few street trees or other greenery exist to soften the street edges.

DESIGN PRINCIPLE: Buildings and building frontages should provide variety along a block, but remain consistent with the overall urban design concept for the area by not mixing radically different materials, construction methods, bulk, massing and articulation.

STANDARD: Prohibit new residential uses in the first two stories of a four story building and one story of a two or three story structure of the adaptive reuse of existing buildings and new infill construction, except for lots of 25 ft. or less.

STANDARD: Permit neighborhood and city serving office uses on only the second floor of occupied building area.

STANDARD: Encourage new building forms that promote regional serving commercial uses.

Scale

DESIGN PRINCIPLE: Provide new building scale and form that is compatible with surrounding buildings and mix of uses as a means of enhancing neighborhood character.

Massing

STANDARD: Provide new building heights that respect existing building heights in the district with appropriate setbacks and treatments that create coherent height transitions in adjacent historic building groups.

STANDARD: Design building forms to be compatible with that of the surrounding buildings.

Façade Treatment

STANDARD: Integrate a consistent range of materials, colors and design elements, including, but not limited to, construction materials, roofs, entrances, window, door and patterns for each building. Acknowledge and reinforce the warehouse quality of the existing architecture.

STANDARD: New development should epitomize the best in contemporary architecture, but should do so with full awareness of, and respect for, the height, mass, articulation, historic context and materials of the best of the older buildings that surrounds them.

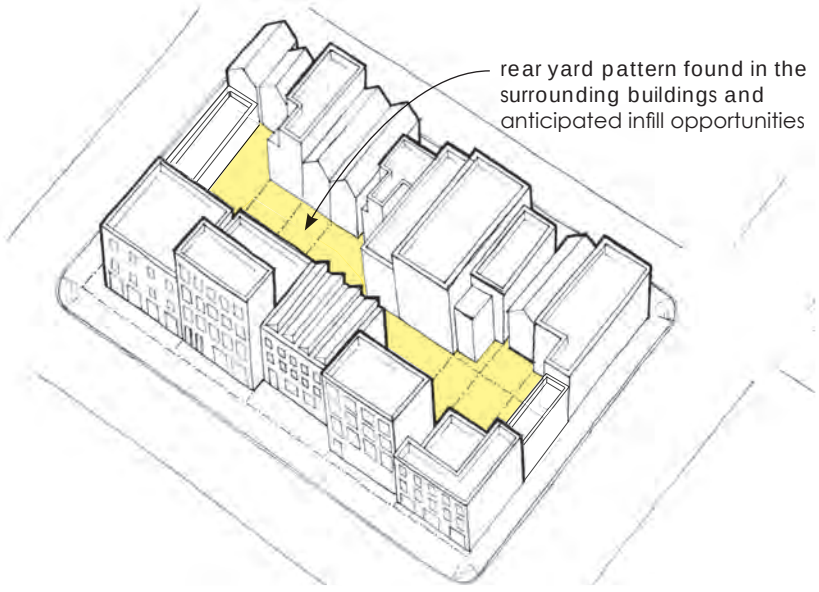
Lot Development Patterns

DESIGN PRINCIPLE: Promote a strong street-wall pattern that provides a noise and sound buffer for nearby residential uses.

Rear Yards

STANDARD: Enforce established rear yard requirements at the first level of residential occupancy.

STANDARD: Promote an at-grade rear yard patterns found in the lot depth of surrounding buildings and anticipated infill opportunities.



STANDARD: Articulate the building to minimize impacts on light and privacy to adjacent properties.

STANDARD: Design the height and depth of the building to be compatible with the existing building scale at the existing or potential for creation of mid-block open space.

Front Setback

STANDARD: Promote opportunities for front stoops, and green setbacks as part of the open space needs for transitions to the public realm.

STANDARD: Treat the front setback so that it provides a pedestrian scale and enhances the street.

Sunlight

STANDARD: Comply with **San Francisco's Alleys, Part of the Planning Department's Citywide Action Plan for Housing** guidelines.

STANDARD: Design buildings to maximize solar access in existing and future mid-block rear yard patterns.

Privacy

STANDARD: Provide building designs that promote accessibility and public realm improvements and assure necessary privacy away from the public realm.

Architectural Details

DESIGN PRINCIPLE: Provide architectural features that enhance the visual and architectural character of the neighborhood warehouse quality.

DESIGN PRINCIPLE: Design using simple forms and discourage the introduction of a residential architectural vocabulary into commercially dominant clusters of buildings.

STANDARD: Design the placement and scale of architectural details to be compatible with the building, reinforcing the 50 ft. lot width module and the surrounding scale of the area.

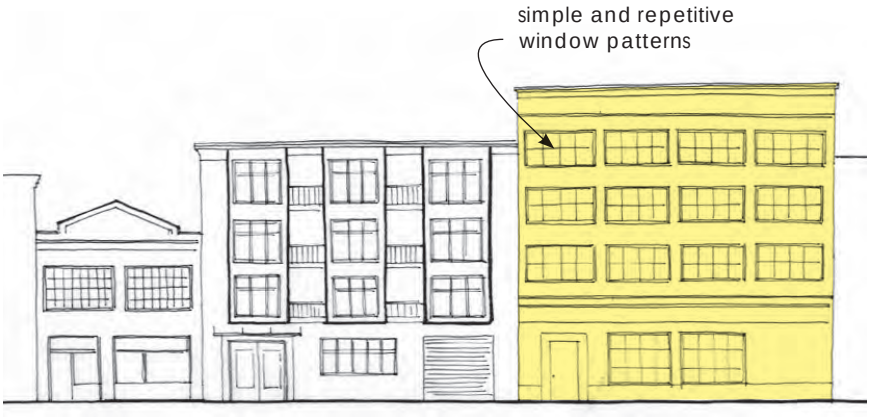
STANDARD: Architectural detail should reflect the location, proximity to recognized historic context, surrounding uses and design integrity.

Window and Fenestration

STANDARD: Use windows and fenestration patterns that compliment the architectural character of the building and the context of adjacent buildings.

Window Size

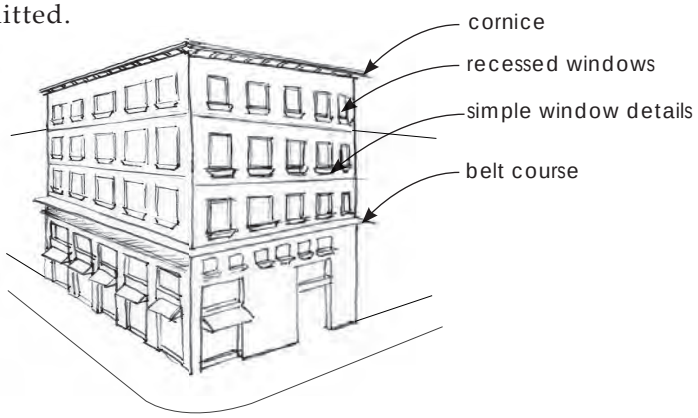
STANDARD: Relate the proportion and size of windows to that of existing buildings in the neighborhood.



Window Features

STANDARD: Design window features to be compatible with building context and mix of uses on the existing block face.

STANDARD: Include three-dimensional window detailing, such as cornices, belt courses, window moldings, or reveals to create shadows and add interest. A minimum window reveal of three inches is required above the ground floor and horizontal sliding windows or applied mullions on windows facing the street are not permitted.



Window Material

STANDARD: Use window materials on façades visible from the street that are compatible surrounding pre-1990 buildings.

Bay Windows

STANDARD: Due to the existing dominant 20th Century warehouse architectural vocabulary, bay windows should be prohibited on new construction. Additional living area may be provided if simple forms are integrated at street facades into the larger elevation above the third floor of occupancy.

Finish Materials

STANDARD: The type, finish, and quality of a building's materials must be compatible with those used in the surrounding area. Finishes need only be compatible, but not replications.

STANDARD: Exterior materials should have integrity, be sustainable and be applied with integrity. Materials should be sustainable to the weather.

Exposed Building Walls

STANDARD: All exposed walls must be covered and finished with quality materials that are compatible with the front façade and adjacent buildings.

Material Detailing

STANDARD: Ensure that materials are properly detailed and appropriately applied.

Entrances

DESIGN PRINCIPLE: Clearly distinguish residential from non-residential uses entrances through the use of innovative design integrity and where appropriate sensitive signage programs.

STANDARD: Design building entrances to enhance the connection between the public realm of the street and sidewalk and the private realm of the building.

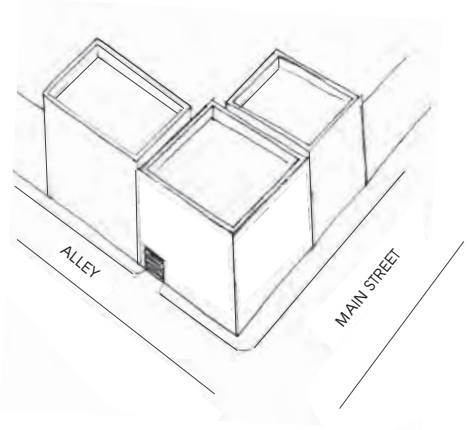
STANDARD: Respect the existing pattern of building entrances.

Garages

DESIGN PRINCIPLE: Detail garage structures to create a visually interesting street frontage.

Garage Door Design and Placement

STANDARD: Design and place garage entrances to minimize impacts on the public realm.



STANDARD: Doors should be compatible with the building and the surrounding area and add visual interest to the street.

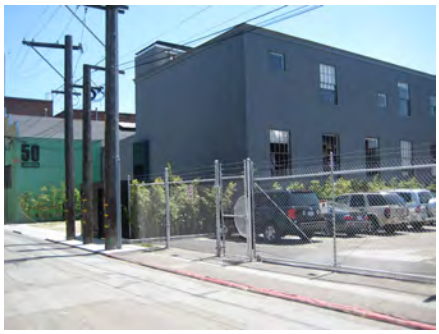
Garage Door Widths

STANDARD: Minimize the width of garage entrances for residential buildings.

STANDARD: Prohibit light visible on the street from parking areas through garage doors.

Curb Cuts

STANDARD: Coordinate the placement of curb cuts to minimize pedestrian and bicycle conflicts.



Parking

STANDARD: Access to off-street loading and parking spaces shall be from the main streets in preference to pedestrian and bicycle use of alleys.

STANDARD: Designs should provide no visibility to parking areas from street.

Other Details

DESIGN PRINCIPLE: Use architectural details to establish and define a building character and to visually unify a neighborhood.

Utility Panels

STANDARD: Locate utility panels so they are not visible on the front building wall or on the sidewalk.

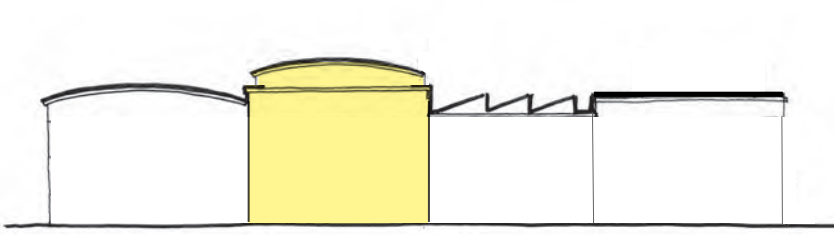
Decks

STANDARD: Permit decks on the sides and rear of a building so long as the deck design is compatible with and integrated into the building form. Due to volume and noise from traffic, decks should be located away from street façade and/or buffered from street impacts.

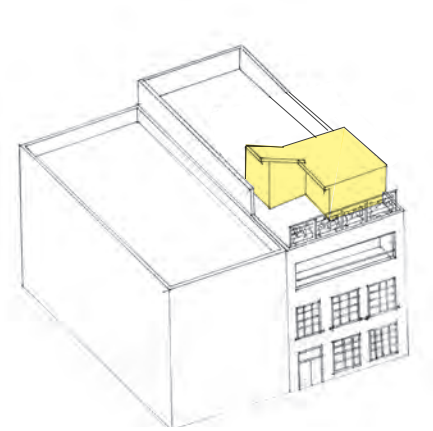
Rooflines

DESIGN PRINCIPLE: Use architectural details to establish and define a building character and to visually unify a neighborhood.

STANDARD: Design rooflines to be compatible with those found on surrounding buildings.



STANDARD: Sensitively locate and screen rooftop features so they do not dominate the appearance of a building.



Stair Penthouses

STANDARD: Minimize stair and elevator penthouses visibility from the street.

Parapets

STANDARD: Design parapets to be compatible with overall building proportions and other building elements.

Windscreens

STANDARD: Minimize windscreens impacts on the building design and maximize light to adjacent buildings.

Utility Panels

STANDARD: Locate utility panels so they are not visible on the front building wall or on the sidewalk.

Design Standards for Mixed Use General Areas

In 1990, many areas zoned as Service Light Industrial Residential (SLR), were characterized by wide streets that have both residential and commercial uses (often in adjacent but separate structures). Currently these streets also have relatively low traffic volumes, but are not yet designed or improved to carry a proportional and simultaneous interaction between pedestrians, bicycles and cars. Howard, 7th, 8th, 11th and 12th streets have the potential to become more green and pedestrian friendly. This can be achieved by widening sidewalks, planting more trees, and creating more permeable grounds that can mitigate pollution, noise and catch run-off water.

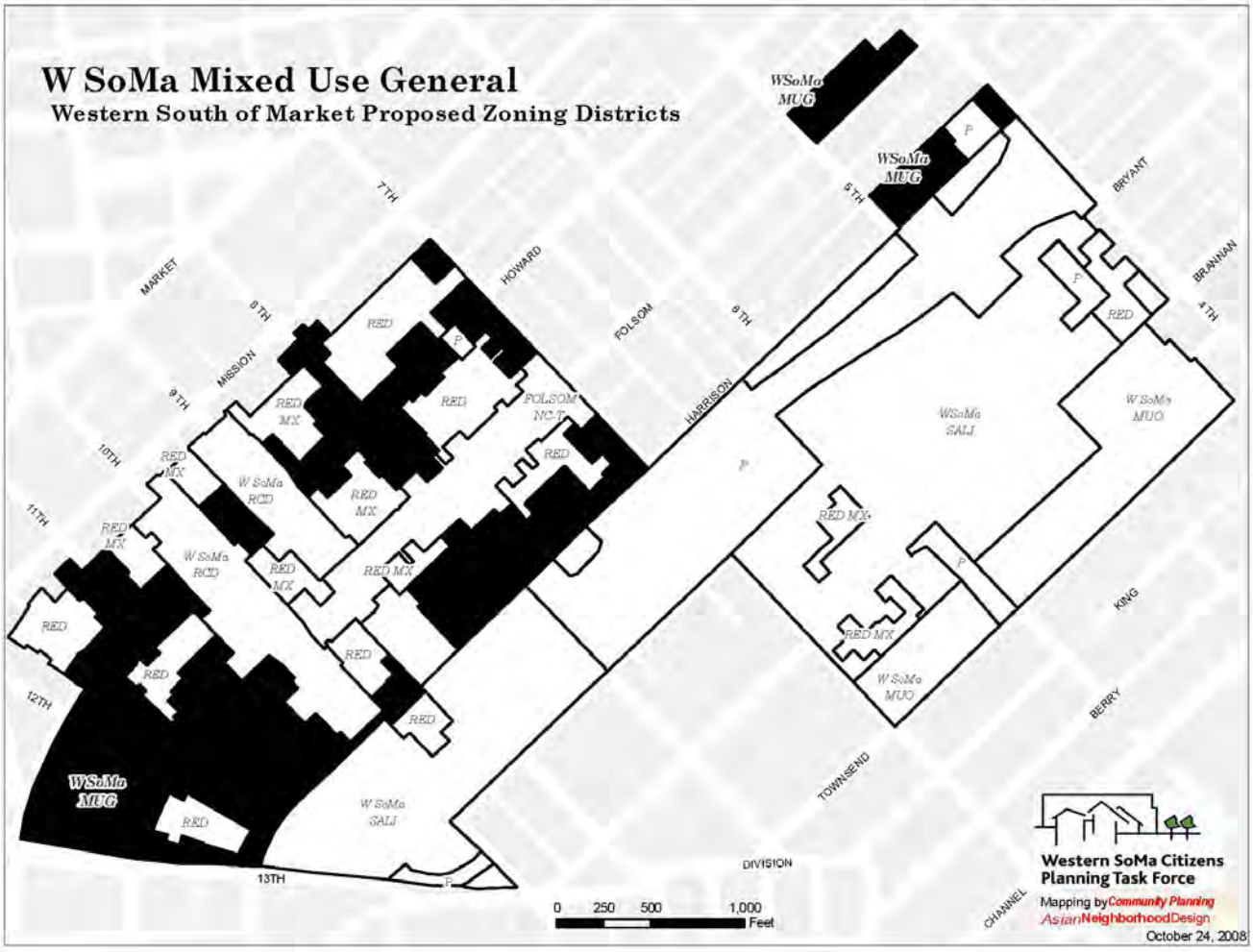
Site

NEIGHBORHOOD CHARACTER

This area is characterized by its wide streets, varied scaled lots with residential, commercial and warehouse uses. The history of a "mix of uses" throughout the district contributes to the vitality and variety of the neighborhood. "Mix of Uses" refers to a collection of individual buildings each accommodating a single use, coexisting with other buildings housing different uses. So there are many different uses within a block, which are not stacked one on top of the other, but rather contrasting side by side. The variety of lot sizes, further accentuates the mix of scale and uses. In fact there are 25 ft. wide residential "flat" buildings, interspersed with two and three story, 100 ft. long or more commercial structures.

The warehouse structures were developed through the 1940's and have several architectural styles, from deco to classical to modern. The larger, two story warehouses are often simpler classical expressions, with pilasters marking the bays and subtle bases and cornices. The first floors have large showroom windows and celebrated entrances. The upper stories have wide multi-paned windows allowing for day-lighting into the interior. Some of the three storey warehouses differentiate between the second and third stories, with smaller fenestration on the second story, differing in scale to the first and third stories. All have relatively flat façades and simple patterns of fenestration.

DESIGN PRINCIPLE: Buildings and building frontages should provide variety along a block, but remain consistent with the overall urban design concept for the area by not mixing radically different materials, construction methods, bulk, massing and articulation.



DESIGN PRINCIPLE: Maintain the "simple" architectural expression.

Scale

DESIGN PRINCIPLE: Provide new building scale and form that is compatible with surrounding buildings and mix of uses as a means of enhancing the neighborhood's historic warehouse character.

Massing

STANDARD: Provide new building heights that respect existing building heights in the district with appropriate setbacks and treatments that create coherent height transitions in adjacent building groups.

STANDARD: Design building forms to be compatible with that of surrounding historical buildings.

Façade Treatment

STANDARD: Integrate a consistent range of materials, colors and design elements, including, but not limited to, construction materials, roofs, entrances, windows, door and pattern for each building.

STANDARD: New development should epitomize the best in contemporary architecture, but should do so with full awareness of, and respect for, the height, mass, articulation, historic context and materials of the best of the older buildings that surrounds them.

Lot Development Patterns

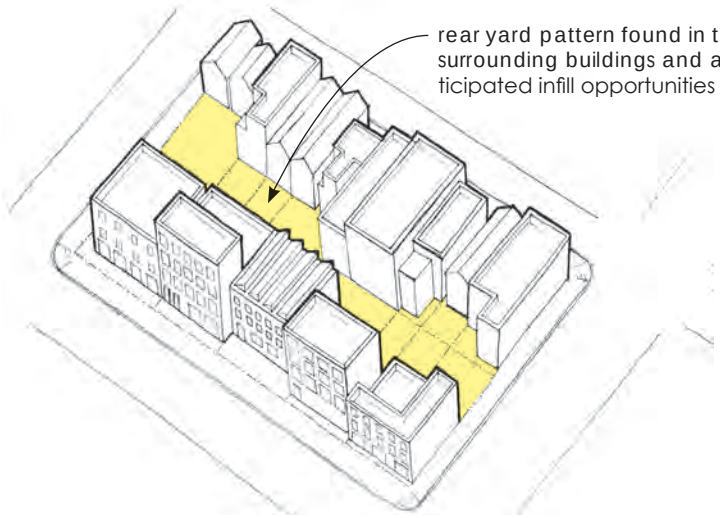
DESIGN PRINCIPLE: Promote a site plan that provides a noise and sound buffer for nearby residential uses whose location within the larger site plan reflect and complements its surrounding uses.

DESIGN PRINCIPLE: Projects should have a mix of uses.

Rear Yards

STANDARD: Enforce established rear yard requirements at the first level of residential occupancy.

STANDARD: Promote an at-grade rear yard pattern found in the lot depth of surrounding buildings or anticipated infill opportunities.



STANDARD: Articulate the building to minimize impacts on light and privacy to adjacent properties.

STANDARD: Design the height and depth of the building to be compatible with the existing building scale at the existing or potential for creation of mid-block open space.

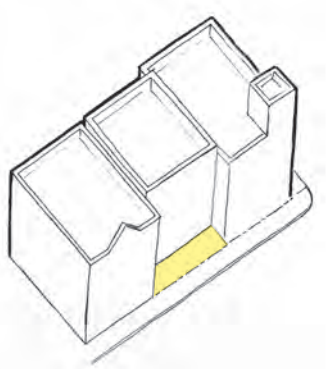
Front Setback

STANDARD: Promote opportunities for front yards, front stoops, and green set backs as part of the open space needs for transitions to the public realm.

STANDARD: Treat the front setback so that it provides a pedestrian scale and enhances the street.

Varied Front Setbacks

STANDARD: In areas with varied front setbacks, design building setbacks to act as a transition between adjacent buildings and to unify the overall streetscape.



Sunlight

STANDARD: Where lots are within 50 ft. of an alley, comply with existing Alley Design STANDARD setback requirements at the rear of buildings on alleys.

STANDARD: Design buildings to maximize solar access in existing and future mid-block rear yard patterns.

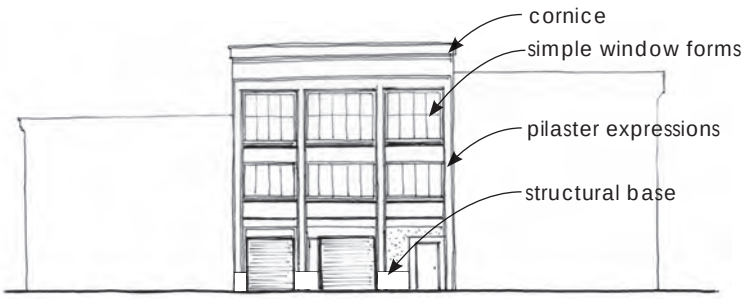
Privacy

STANDARD: Provide building designs that promote accessibility and public realm improvements and assure necessary privacy away from the public realm.

Architectural Details

DESIGN PRINCIPLE: Provide architectural features that enhance the visual and historic architectural warehouse character of the neighborhood.

DESIGN PRINCIPLE: Design using simple forms and patterns. Discourage the introduction of a residential architectural vocabulary into commercially dominant clusters of buildings.



STANDARD: Design the placement and scale of architectural details to be compatible with the building, reinforcing the 50 ft. lot width module or the surrounding scale of the block.

STANDARD: Architectural detail should reflect the location, proximity to recognized historic context, surrounding uses and design integrity.

Window and Fenestration

STANDARD: Use windows and fenestration patterns that compliment the architectural character of the building and the context of adjacent buildings.

Window Size

STANDARD: Relate the proportion and size of windows to that of existing buildings in the neighborhood.

Window Features

STANDARD: Design window features to be compatible with building context and its own uses. Expose the mix of uses on the existing block face, if it exists.

STANDARD: If appropriate to surrounding architecture, include three-dimensional window detailing, such as window moldings, or reveals to create shadows and add interest. A minimum window reveal of three inches is required above the ground floor and sliding windows or applied mullions on windows facing the street are not permitted.

Window Material

STANDARD: Use window materials on façades visible from the street that are compatible surrounding pre-1990 buildings.

Bay Windows

STANDARD: Due to the existing dominant 20th Century warehouse architectural vocabulary, bay windows should be prohibited on new construction. Additional living area may be provided if simple forms are integrated into the larger elevation.

Finish Materials

STANDARD: The type, finish, and quality of a building's materials must be compatible with those used in the surrounding area. Finishes need only be compatible and suitable for the historic architectural warehouse character, but not replications.

STANDARD: Exterior materials should have integrity, be sustainable and be applied with integrity.

Exposed Building Walls

STANDARD: All exposed walls must be covered and finished with quality materials that are compatible with the front façade and adjacent buildings.

Material Detailing

STANDARD: Ensure that materials are properly detailed and appropriately applied.

Entrances

DESIGN PRINCIPLE: Clearly distinguish residential from non-residential uses entrances through the use of innovative design integrity and with appropriate sensitive signage.

STANDARD: Design building entrances to enhance the connection between the public realm of the street and sidewalk and the private realm of the building.

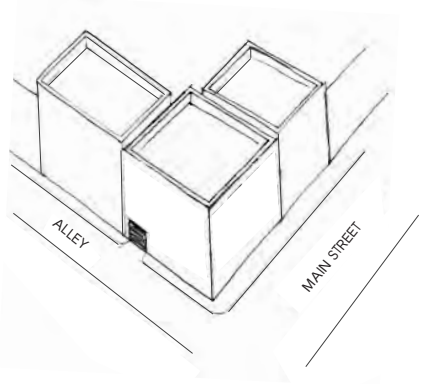
STANDARD: Respect the existing pattern of building entrances.

Garages

DESIGN PRINCIPLE: Detail garage structures to create a visually interesting street frontage and not detract from the pedestrian experience.

Garage Door Design and Placement

STANDARD: Design and place garage entrances to minimize impacts on the public realm.



STANDARD: Doors should be compatible with the building and the surrounding area and add visual interest to the street.

Garage Door Widths

STANDARD: Minimize the width of garage entrances for residential

buildings.

Curb Cuts

STANDARD: Coordinate the placement of curb cuts to minimize pedestrian and bicycle conflicts and on street parking.

Parking

STANDARD: Access to off-street loading and parking spaces shall be from the main streets in preference to pedestrian and bicycle use of alleys.

STANDARD: Prohibit light visible on the street from parking areas through garage doors.

STANDARD: Design so there is no visibility into parking areas from public realms

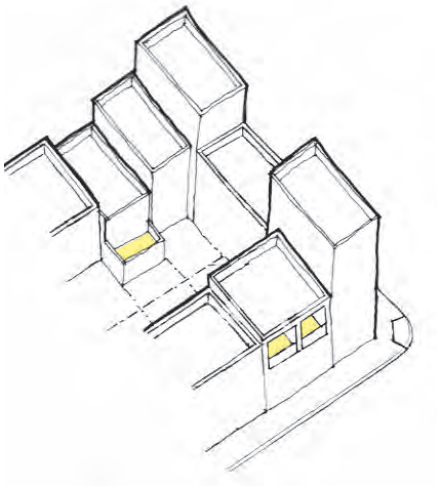
STANDARD: Parking is not allowed within 30′ in front of front property line.

Other Details

DESIGN PRINCIPLE: Use architectural details to establish and define a building character and to visually unify a neighborhood.

Utility Panels

STANDARD: Locate utility panels so they are not visible on the front building wall or on the sidewalk.



Decks

STANDARD: Decks are permitted on any side of a building so long as the deck design is compatible with and integrated into the building form. Decks should respect the "flat" facades of warehouse building and should not project beyond the building face at property line.

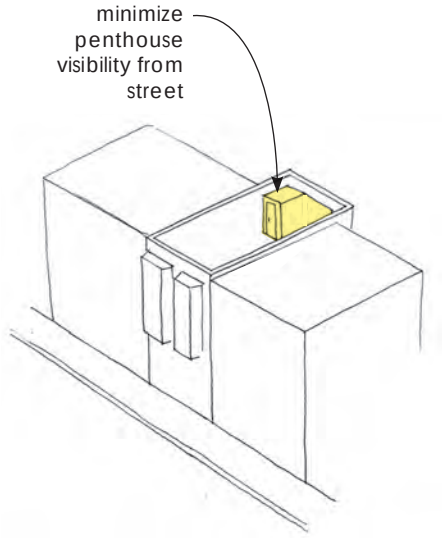
STANDARD: On large scale buildings over three stories, decks are not permitted on street façades below the fourth floor of

occupancy. Decks on and above the fourth floor of occupancy area may be provided if simple forms are integrated as recesses into the larger elevations.

Rooflines

DESIGN PRINCIPLE: Use architectural details to establish and define a building character and to visually unify a neighborhood.

STANDARD: Design rooflines to be compatible with those found on surrounding buildings.



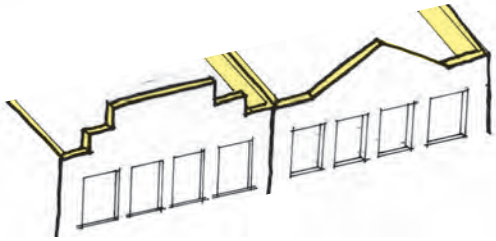
STANDARD: Sensitively locate and screen rooftop features so they do not dominate the appearance of a building.

Stair Penthouses

STANDARD: Minimize stair and elevator penthouses visibility from the street.

Parapets

STANDARD: Design parapets to be compatible with overall building proportions and other building elements.



Windscreens

STANDARD: Minimize windscreens impacts on the building design and maximize light to adjacent buildings.

Utility Panels

STANDARD: Locate utility panels so they are not visible on the front building wall or on the sidewalk.

Design Standards for Service Arts Light Industrial Areas

The current Service/Light Industrial (SLI) District is one of the zoning districts within 1990 South of Market Plan Area. It is designed to protect and facilitate the expansion of existing general commercial, manufacturing, home and business service, live/work use, arts uses, light industrial activities and small design professional office firms. Existing group housing and dwelling units are protected from demolition or conversion to nonresidential use, and development of group housing and low-income affordable dwelling units are permitted as a Conditional Use. General offices, hotels, movie theaters, nighttime entertainment and adult entertainment uses are not permitted in this district.

The proposed SALI (Service Arts Light Industrial) district is still designed to protect and facilitate the expansion of existing manufacturing, home and business service, light industrial and arts activities, but emphasizes the protection and opportunities of the latter. This new district continues to discourage office of any type, self storage, parking garages, new housing, and restricts large retail to 25,000 square ft. per parcel while allowing research labs. However, the proposed district seeks to relax the current restrictions on religious institutions and entertainment uses.

The SALI (Service Arts Light Industrial) district is proposed in two areas, one along Bryant and Brannan between 7th and 4th Streets, and the other one along Bryant Street between Division and 8th Street, both south of Harrison Street. General heights are set at 40 ft. with flexibility to increase to 55 ft. when the proposed building dedicates

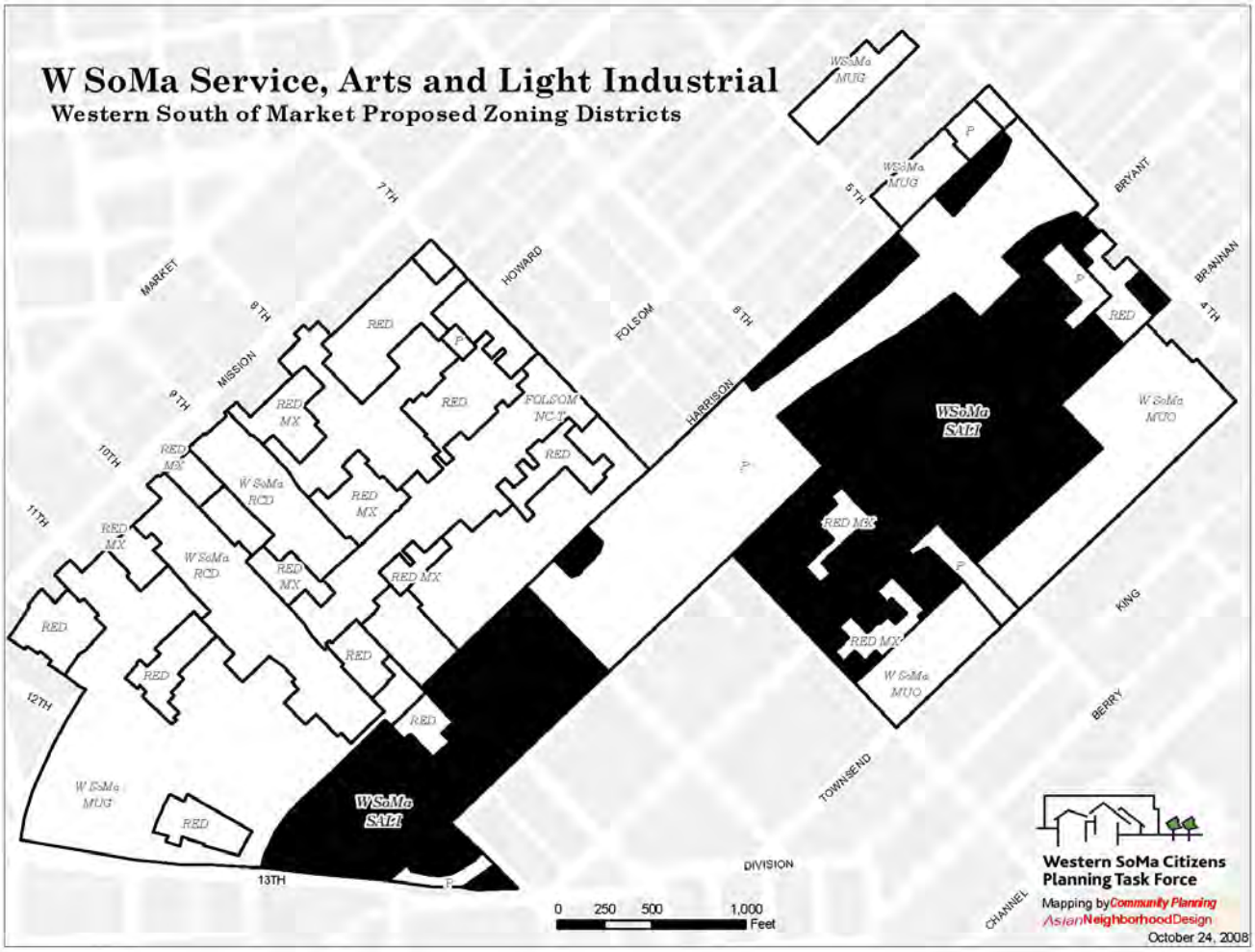
one full floor, with 15 ft. floor to ceiling heights, to arts related uses as defined by Planning Code Section 102.2.

GOAL: Create building forms that support arts related activities, service businesses and light industrial opportunities.

DESIGN PRINCIPLE: Develop an architectural concept and compose the building massing in response to historic fabric, environmental conditions and patterns of nearby urban form.

DESIGN PRINCIPLE: Create and preserve buildings and their interior spaces that are flexible and support art service businesses and light industrial activities.

STANDARD: Encourage design compatibility with the neighborhood context.



STANDARD: Create harmonious bulk and scale transitions.

STANDARD: Discourage blank façades. Prohibit blank walls facing the street, especially near sidewalks.

Site

NEIGHBORHOOD CHARACTER

The designated SALI zoning district is generally characterized by larger lots sizes, than elsewhere in the Western SoMa. In general, there are larger historic industrial and warehouse type buildings and fewer residential uses. Services and open spaces for daytime residents and workers are very limited. Noise levels associated with the industrial character of the SALI are greater throughout the entire 24 hour day in this area south of Harrison Street. Truck traffic and loading on and off the wide streets is a common need and occurrence in this part of the neighborhood. There are few alleys, many vacant lots and low scaled structures. The wide streets and one and two story buildings create an open sunlit feeling. With many freeway access points, curb cuts and garage entries and few amenities, this area is not pedestrian friendly.

As a relatively vibrant warehouse and industrial neighborhood, it has uses like the Flower Mart and a newspaper and meat distribution sites. The ease of freeway access as well as the wide unencumbered streets accommodates delivery and distribution of goods. There is no open space and limited greening of sidewalks. This area also houses the Hall of Justice and its support uses, including retail (bail bonds and cafés) as well as required short term parking.

DESIGN PRINCIPLE: Buildings and building frontages should provide variety along a block, but remain consistent with the overall urban design concept for the area by not mixing radically different materials, construction methods, bulk, massing and articulation.

Scale

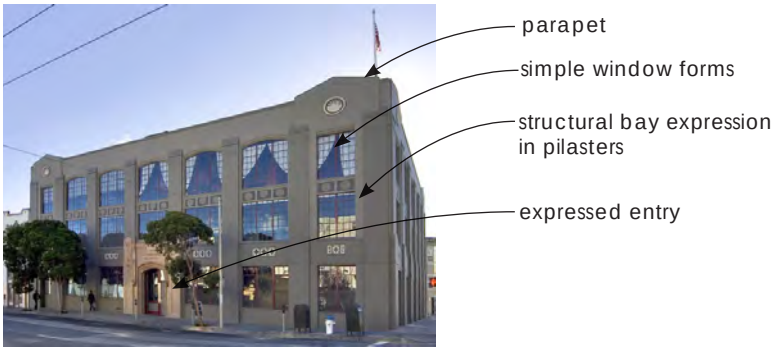
DESIGN PRINCIPLE: Provide new building scale and form that is compatible with surrounding buildings and mix of uses as a means of enhancing neighborhood light industrial and warehouse character.

Massing

STANDARD: Provide new building heights that respect existing building heights in the district with appropriate setbacks and treatments that create coherent height transitions in adjacent building groups. Respect development on alleys and any rear yards.

Façade Treatment

STANDARD: Integrate a consistent range of materials, colors and design elements, including, but not limited to, construction materials, roofs, entrances, and window, door, and lighting systems for each building.



STANDARD: New development should epitomize the best in contemporary architecture, but should do so with full awareness of, and respect for, the height, mass, articulation, historic context and materials of the best of the older buildings that surrounds them.

Lot Development Patterns

DESIGN PRINCIPLE: Promote a strong street-wall pattern and discourage any street façade setbacks unless it results in a pedestrian amenity.

STANDARD: Discourage surface parking, work and storage yards at street property lines.

STANDARD: Provide building designs that promote accessibility and public realm improvements and assure necessary privacy away from the public realm.

STANDARD: In large lots, provide and create publicly accessible pedestrian alleys to connect to other streets or alleys.

Rear Yards

STANDARD: None required.

Front Setback

STANDARD: None required.

Varied Front Setbacks

STANDARD: None required.

Architectural Details

DESIGN PRINCIPLE: Provide architectural features that enhance the visual and architectural character of the neighborhood.

STANDARD: Design the placement and scale of architectural details to be compatible with the building and the surrounding area and its uses.

Window and Fenestration

STANDARD: Use windows and fenestration patterns that compliment the architectural character of the building and the context of adjacent buildings and overall warehouse quality.

Window Size

STANDARD: Relate the proportion and size of windows to that of existing buildings in the neighborhood.

Window Features

STANDARD: Design window features to be compatible with building context and mix of uses on the existing block face.

STANDARD: Include three-dimensional window detailing, such window moldings, or reveals to create shadows and add interest. A minimum window reveal of three inches is required above the ground floor and sliding windows or applied mullions on windows facing the street are not permitted.

Window Material

STANDARD: Use window materials on façades visible from the street that are compatible surrounding commercial buildings.

Bay Windows

STANDARD: Projecting bay windows are not permitted.

Finish Materials

STANDARD: The type, finish, and quality of a building's materials must be compatible with those used in the surrounding area. Finishes need only be compatible, but not replications.

STANDARD: Exterior materials should have integrity, be sustainable and be applied with integrity.

Exposed Building Walls

STANDARD: All exposed walls must be covered and finished with quality materials that are compatible with the front façade and adjacent buildings.

Material Detailing

STANDARD: Ensure that materials are properly detailed and appropriately applied.

Entrances

DESIGN PRINCIPLE: Design entrances utilizing utilitarian and innovative design integrity and appropriate sensitive signage programs.

STANDARD: Design building entrances to enhance the connection between the public realm of the street and sidewalk.

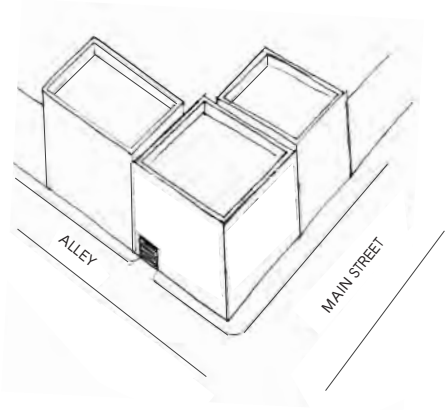
STANDARD: Respect the existing pattern of building entrances.

Garages

DESIGN PRINCIPLE: Detail garage structures to create a visually interesting street frontage.

DESIGN PRINCIPLE: Exterior façade should not permit visibility into parking area from street.

Garage Door Design and Placement



STANDARD: Design and place garage entrances to minimize impacts on the public realm.

STANDARD: Doors should be compatible with the building and the surrounding area and add visual interest to the street.

STANDARD: Prohibit light visible on the street from parking areas through garage doors or other opening.

Garage Door Widths

STANDARD: Minimize the width of garage entrances.

STANDARD: Design to fully meet the loading dock needs of commercial and light industrial uses.

Curb Cuts

STANDARD: Coordinate the placement of curb cuts to minimize pedestrian and bicycle conflicts.

Parking

STANDARD: Access to off-street loading spaces shall be from

street in preference to alleys.

STANDARD: Parking should not be provided within 30 ft. of front lot line and or street level or above.

Other Details

DESIGN PRINCIPLE: Use architectural details to establish and define a building character and to visually unify a neighborhood.

Utility Panels

STANDARD: Locate utility panels so they are not visible on the front building wall or on the sidewalk.

Decks

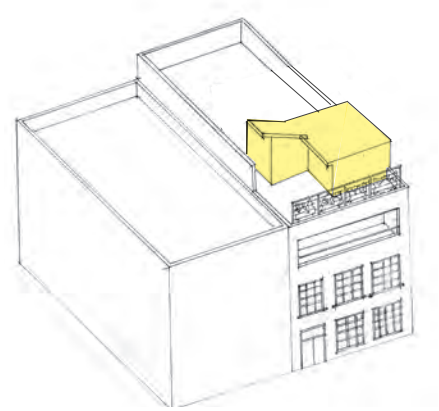
STANDARD: Prohibit projecting deck and balconies on all frontages visible from public streets.

Rooflines

STANDARD: Design rooflines to be compatible with those found on surrounding buildings.

Rooftop Features

STANDARD: Sensitively locate and screen roof and collect features so they do not dominate the appearance of a building. Coordinate flues, chimneys and other mechanical equipment into limited area and provide screening.



Stair Penthouses

STANDARD: Minimize stair and elevator penthouses visibility from the street.

Parapets

STANDARD: Design parapets to be compatible with overall building proportions and other building elements.

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Design Standards for Mixed Use Office

The Service/Secondary Office District (SSO) was designed in 1990 to accommodate small-scale light industrial, home and business services, arts activities, live/work units, and small-scale, professional office space and large-floor-plate "back office" space for sales and clerical work forces. Currently, nighttime entertainment is not permitted while dwelling units, group housing, and demolition or conversion of existing group housing or dwelling units requires Conditional Use authorization.

Office, general commercial, most retail, service and light industrial uses are principal permitted uses. Large hotels, adult entertainment, self storage and manufacturing uses are not permitted. A limited number of small hotels are permitted in this district as Conditional Uses. Any such Conditional Use authorization requires a Conditional Use finding that disallows project proposals, which displace existing Production, Distribution and Repair (PDR) uses.

The new Western SoMa MUO (Mixed Use Office) prohibits new housing of any type, and restricts large theaters and educational institutions. General and office uses of up to 49,999 gross square feet per parcel are permitted. Retail uses are also permitted as long as they do not exceed 25,000 gross square feet.

The Western SoMa MUO district runs the length of Townsend Street frontages between 7th and 4th Streets and features increased height limits to promote new non-residential development.

GOAL: Promote a design that reflects its use as an office corridor with special emphasis on creative high tech office users and buildings along Townsend Street.

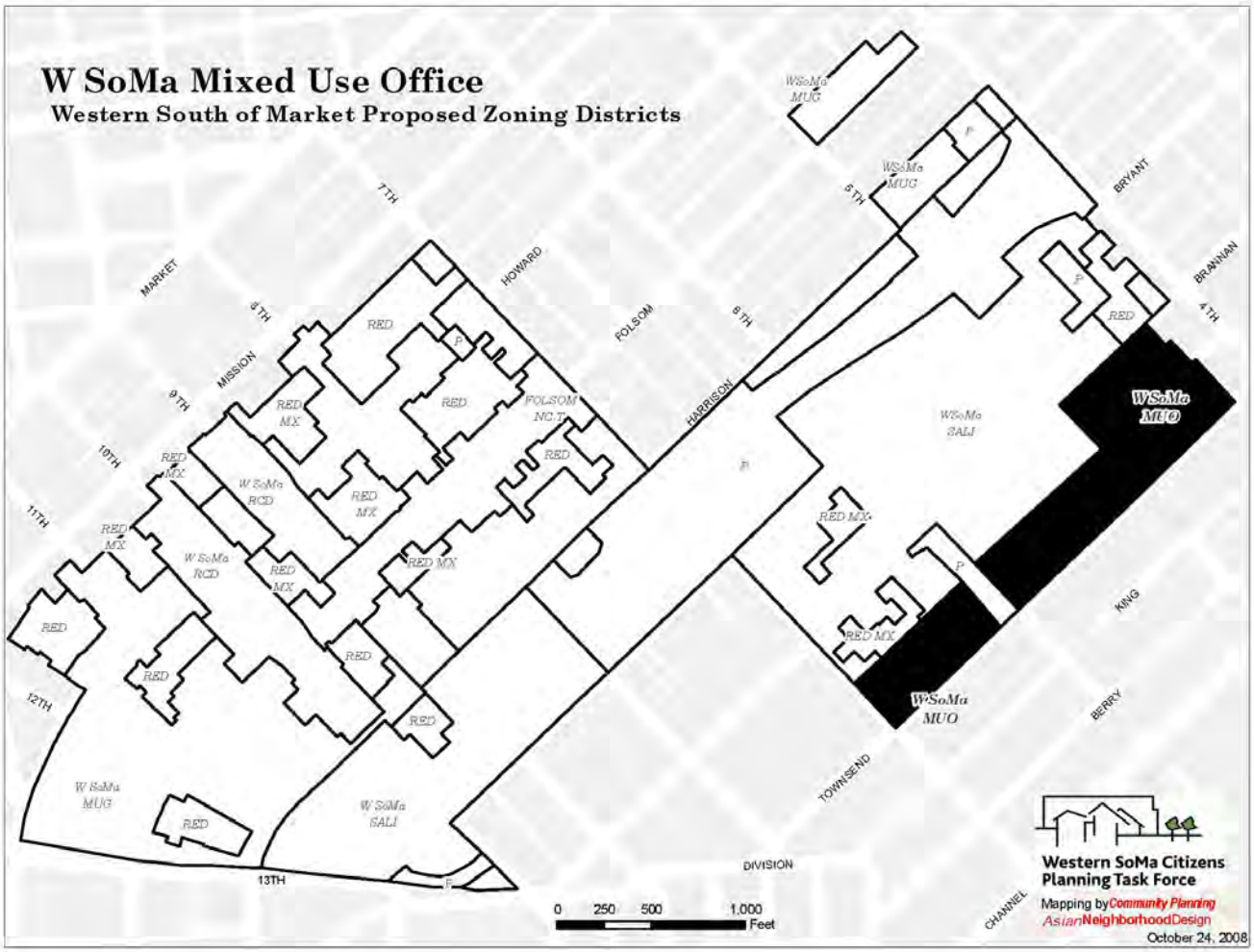
DESIGN PRINCIPLE: Encourage adaptive reuse and preservation of the existing warehouse and building stock.

DESIGN PRINCIPLE: Develop an architectural concept and compose the building massing in response to historic fabric, environmental conditions and patterns of nearby urban form.

STANDARD: Encourage design compatibility with the neighborhood context.

STANDARD: Create harmonious bulk and scale transitions.

STANDARD: Discourage blank façades. Prohibit blank walls facing the street, especially near sidewalks.



Site

NEIGHBORHOOD CHARACTER

This neighborhood is characterized by its larger and wider warehouse-type buildings, many of which are constructed out of brick. Built mainly as storage facilities along Townsend Street to serve the docks and trains, these buildings have loading docks at their first floor set at loading dock heights. Their facades are flat, with simple fenestration patterns, sometimes with pilasters expressing their bays. There are few projections of any kind, including limited expression of the cornice. The windows are recessed from the face of their thick walls and are mostly in vertical proportions. The first floor often has larger openings that were once the loading docks. At pedestrian level the street wall is continuous, with few setbacks. There is subtle and small expression of the building's entry, since they expected few visitors.

Townsend Street, between 4th and 7th Streets is currently an "undeveloped" street across from CalTrain tracks. It lacks street infrastructure including sewer, sidewalks, street-lights and parking controls. It currently has perpendicular parking with little pedestrian and bicycle safety plan.

DESIGN PRINCIPLE: Buildings and their frontages should provide variety along a block, but remain consistent with the overall urban design concept for the area by not mixing radically different materials, construction methods, bulk, massing and articulation.

Scale

DESIGN PRINCIPLE: Provide new building scale and form that is compatible with surrounding buildings as a means of enhancing neighborhood character.

Massing

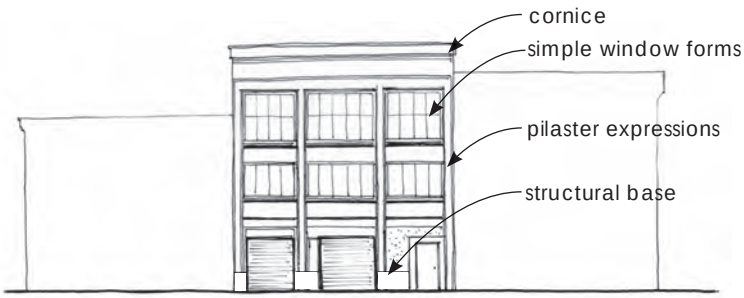
STANDARD: Provide new building heights that respect existing building heights in the district with appropriate setbacks and treatments that create coherent height transitions in adjacent building groups.

STANDARD: Provide strong, repeating vertical articulation on new buildings to achieve visual harmony and sustain pedestrian

interest and activity.

Façade Treatment

STANDARD: Design façade widths to be compatible with those found on surrounding buildings.



Lot Development Patterns

DESIGN PRINCIPLE: Promote a strong street-wall pattern that integrates pockets of wind protected street level publicly accessible open spaces.

STANDARD: Articulate the building to minimize impacts on light and privacy to adjacent properties.

STANDARD: Provide building designs that promote accessibility and public realm improvements and assure necessary privacy away from the public realm.

STANDARD: On large lots provide public accessible pedestrian and vehicle alleys to connect other streets or alleys.

Rear Yards

STANDARD: None required.

Front Set Back

STANDARD: None required.

Varied Front Setbacks

STANDARD: None required.

Architectural Details

DESIGN PRINCIPLE: Provide architectural features that enhance the visual and architectural industrial and warehouse character of the neighborhood.

STANDARD: Design the placement and scale of architectural details to be compatible with the building and the surrounding area and its uses.

WINDOW AND FENESTRATION

STANDARD: Use windows and fenestration patterns that compliment the architectural character of the building and the context of adjacent buildings.

Window Size

STANDARD: Relate the proportion and size of windows to that of existing buildings in the neighborhood.

Window Features

STANDARD: Design window features to be compatible with building context and mix of uses on the existing block face.

STANDARD: Include three-dimensional window detailing, such as belt courses, window moldings, or reveals to create shadows and add interest. A minimum window reveal of three inches is required above the ground floor and sliding windows or applied mullions on windows facing the street are not permitted.

Window Material

STANDARD: Use window materials on façades visible from the street that are compatible surrounding commercial buildings.

Bay Windows

STANDARD: Prohibit projecting bay windows on all frontages visible from public streets.

Finish Materials

STANDARD: The type, finish, and quality of a building's materials must be compatible with those used in the surrounding area. Finishes need only be compatible, but not replications.

STANDARD: Exterior materials should have integrity, be sustainable and be applied with integrity.

Exposed Building Walls

STANDARD: All exposed walls must be covered and finished with quality materials that are compatible with the front façade and adjacent buildings.

Material Detailing

STANDARD: Ensure that materials are properly detailed and appropriately applied.

Entrances

DESIGN PRINCIPLE: Design entrances utilizing utilitarian and innovative design integrity and appropriate sensitive signage programs.

STANDARD: Design building entrances to enhance the connection between the public realm of the street and sidewalk and the private realm of the building.

STANDARD: Respect the existing pattern of building entrances.

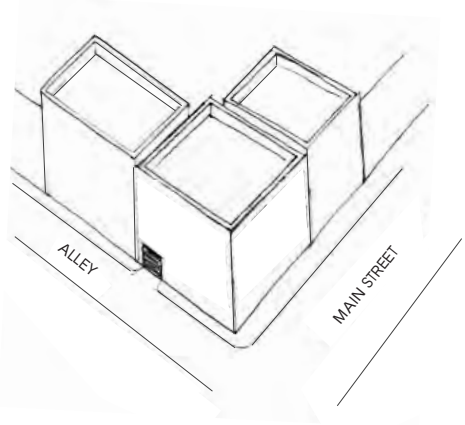
Garages

DESIGN PRINCIPLE: Detail garage structures to create a visually interesting street frontage.

DESIGN PRINCIPLE: Design so that no parking areas are visible from public realm.

Garage Door Design and Placement

STANDARD: Design and place garage entrances to minimize impacts on the public realm.



STANDARD: Doors should be compatible with the building and the surrounding area and add visual interest to the street.

STANDARD: Prohibit light visible on the street from parking areas through garage doors or other openings.

Garage Door Widths

STANDARD: Minimize the width of garage entrances.

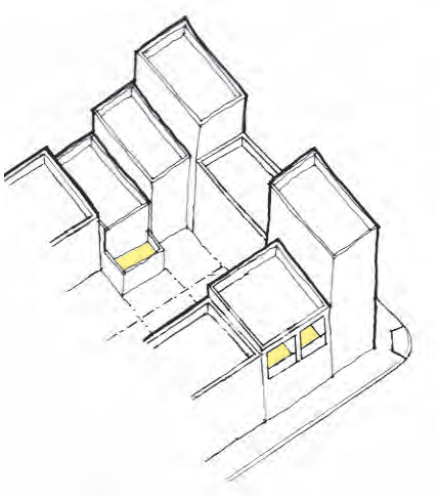
STANDARD: Design to fully meet the loading dock needs of commercial and light industrial uses while minimizing potential transit, bicycle and pedestrian conflicts.

Curb Cuts

STANDARD: Coordinate the placement of curb cuts to minimize transit, pedestrian and bicycle conflicts.

Other Details

DESIGN PRINCIPLE: Use architectural details to establish and define a building character and to visually unify a neighborhood.



Utility Panels

STANDARD: Locate utility panels so they are not visible on the front building wall or on the sidewalk.

Decks

STANDARD: Prohibit projecting deck and balconies on all frontages visible from public streets.

Rooflines

STANDARD: Design rooflines to be compatible with those found on surrounding buildings

Rooftop Features

STANDARD: Sensitively locate and screen rooftop features so they do not dominate the appearance of a building. Collect and coordinate vents, flues and other mechanical equipment to screen from public view.

Stair Penthouses

STANDARD: Minimize stair and elevator penthouses visibility from the street.

Windscreens

STANDARD: Minimize windscreens impacts on the building design and maximize light to adjacent buildings.

Design Standards for Large Site Development

Special Design Standard considerations are applicable to sites of one half acre or larger where there is also a variable height allowance. The variable height increases above the base height are established to provide increased design flexibility on these development sites. A large site will abut many different uses and styles. By granting building height in excess of the base height, the expectation is that the project design can better respond to both mixing uses and variations in building massing on the site responding to specific context. In exchange for the height increases the projects is subject to requests to sensitively respond in design features to the surrounding neighborhood conditions. Additionally, projects proposed on these larger Western SoMa development sites are expected to extend the neighborhood fabric onto the site through the provision of publicly accessible open space features and the further development of the surrounding neighborhood system of alleys.

Neighborhood Character

GOAL: Achieve an overall design on large sites that adequately reflects the design character and various uses found throughout Western SoMa and is sensitive to its immediate surrounding uses and architecture.

GOAL: Achieve an urban form and architectural character that supports walking and sustains a diverse, active and safe public environment.

GOAL: Achieve a design that can support historical and cultural context of the site.

DESIGN PRINCIPLE: Adaptive reuse of existing buildings should be encouraged whenever possible.

DESIGN PRINCIPLE: Architectural styles and building materials should be representative of Western SoMa.

DESIGN PRINCIPLE: Projects should provide places and features that respond to , preserve and enhance the historical and cultural setting.

DESIGN PRINCIPLE: Projects shall provide neighborhood amenities such as commercial space and open space.

DESIGN PRINCIPLE: Projects design shall be permeable so that the public feels comfortable walking through the site.

DESIGN PRINCIPLE: Project design should create a mix of uses in adjacent structures allowing for incompatible use.

DESIGN PRINCIPLE: Provide rear yards on the ground level unless exceptional circumstances dictate otherwise to provide green opportunities and ground water retention.

Scale

DESIGN PRINCIPLE: The height and scale of new buildings should be related to the surrounding streets and alleys.

Massing

STANDARD: Provide vertical and horizontal articulation with strong, simplified massing.

STANDARD: Articulate a clear base, middle and top for larger buildings.

STANDARD: Limit massing in the rear if it will significantly impact the light and air of existing rear yards on the same block.

Façade Treatment

DESIGN PRINCIPLE: Adequate vertical modulation along façades is required to ensure enough rhythm and variety to produce an engaging pedestrian experience along the street.

STANDARD: Residential buildings that include ground floor units should be vertically modulated at regular intervals of no greater than 50 feet on large streets and 25 feet on alleys.

Lot Development Patterns

DESIGN PRINCIPLE: Building form should accentuate the significance of surrounding lot patterns and configurations.

STANDARD: Orient buildings, both in use and design, towards street corners.

STANDARD: Locate commercial entrances near street corners, and primary residential entrances away from street corners to prevent congestion.

STANDARD: Large lots should provide public accessible alley to respond to and connect to surrounding streets and alleys.

STANDARD: New alleys should be readily identifiable so public feels welcomed. Alley traffic should be controlled and remain slow and not be used as a shortcut to large street.

STANDARD: Where vehicular alleys won't work due to street traffic, provide publicly accessible pedestrian alley.

Rear Yards

DESIGN PRINCIPLE: Rear yards, when provided at the rear of the site, should respect the pattern of existing rear yards on the same block.

STANDARD: Provide rear yards on the ground level unless exceptional circumstances dictate otherwise.

STANDARD: Provide as little impervious surface as possible to increase ground water recharge and limit the impact on potential flooding in the area.

Front Set Back

DESIGN PRINCIPLE: Where project faces alley apply RED or RED-MIX standards.

DESIGN PRINCIPLE: Front setbacks for residential buildings can provide much needed transition space between the public and private realms.

DESIGN PRINCIPLE: Scale setbacks appropriately based on site conditions.

DESIGN PRINCIPLE: Limiting front setbacks for non-residential buildings helps ensure ground floors are activated and provide an enjoyable pedestrian experience.

STANDARD: Commercial developments should have front setback and provide active uses on the ground floor to ensure a vibrant pedestrian environment with wind protected sunlit open space to encourage public gathering space.

Varied Front Setbacks

STANDARD: Developments containing ground floor residential uses should provide small setbacks to allow for stoops, additional landscaping, and other features for transitioning between the public and private realms.

Parking

DESIGN PRINCIPLE: Off-street parking areas should not be visible from the street or dominate ground floor streetscapes.

DESIGN PRINCIPLE: Ingress and egress to off-street parking should be limited and be appropriately placed to limit impacts on façade design, pedestrian facilities, bicycle lanes, and vehicular traffic.

STANDARD: Off-street parking located on the ground floor should be adequately set back from the façade wall to allow active uses to provide a buffer.

STANDARD: Locate curb cuts as far away from street corners as

possible to reduce congestion and safety conflicts.

STANDARD: Locate curb cuts to ensure the preservation or creation of the maximum number of on-street parking spaces as possible.

Height Bonuses

DESIGN PRINCIPLE: New buildings on large sites with height bonuses should reflect an extension of the surrounding neighborhood and be held to a higher design standard.

STANDARD: Areas of increased heights on large sites should focus on the larger surrounding streets, while respecting the surrounding lower scale streets and development.

STANDARD: Public view corridors should be respected, particularly east-west views to the bay or hills, and significant views toward downtown.

STANDARD: Setbacks of upper floors of taller buildings using a height bonus should be considered where a building would exceed a height equal to the width of the facing street, or differ by one or more stories, from the prevailing height of adjacent buildings.

Publicly Accessible Open Space

DESIGN PRINCIPLE: Development of large sites should capitalize on the unique opportunity to provide high quality usable open space that is accessible to the general public.

STANDARD: Provide publicly accessible open space on the ground level unless exceptional circumstances dictate otherwise.

STANDARD: Locate publicly accessible open spaces in areas that receive enough light and air to ensure maximum public benefit.

STANDARD: Provide as little impervious surface as possible to permit more active use, increase ground water recharge, and limit the impact on potential flooding in the area.

Provision of New Alleys

DESIGN PRINCIPLE: Extending existing alleys to adjacent streets, and creating new mid-block alleys, strengthens pedestrian and vehicular transportation networks.

STANDARD: Existing alleys should be extended to the adjacent cross street unless exceptional circumstances dictate otherwise.

STANDARD: Developments on double or triple frontage sites with 200 or more feet of street frontage on a block face longer than 400 feet should provide a new alley of at least 30 feet wide these as a first priority extend and existing alley pattern and system. When no existing proximate alley systems can be added to, new alleys should be as near to mid-block as possible.

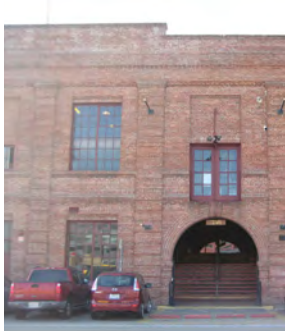
STANDARD: Developments on double or triple frontage sites with 200 or more feet, but less than 300 feet of street frontage should provide a publicly accessible easement of at least 20 feet in width to connect parallel streets.

Other Amenities

DESIGN PRINCIPLE: Large sites should provide community spaces that are unique to the specific location and history and culture of the site.

STANDARD: Design to include spaces and acknowledgement to the LGBTQ and Filipino community.

STANDARD: Design should incorporate spaces that serve the arts community.



Design Standards for Alterations to or Near Buildings of Historic Merit

During the development of the Western SoMa Community Plan independent efforts to survey the historic building resources in the greater South of Market were undertaken by the Planning Department and the consultant team of Page & Turnbull. This historic survey work began with a "Context Statement" and was followed by detailed individual building surveys that ultimately resulted in a suggested new historic district for the area. A "District Record" published on March 31, 2009 further details the suggested new "Western SoMa Light Industrial and Residential Historic District" attributes and contributing buildings.

In light of the significant number of potentially historic buildings in the SUD and just outside the SUD boundaries there is a very real need to understand the design implications associated with developments proposed in this historic built environment and adaptive reuse standards for the identified historic buildings. This section of the Western SoMa Design Standards is divided into two parts. The first part provided design standards for adaptive reuse of historic structures. The second part provided design standards for new infill buildings in the context of the greater built environment of the suggested historic district.

Adaptive Reuse of Historic Structures

"Adaptive reuse" means adapting an existing building for a new permitted use or set of uses with changes that are substantial,

physical alterations that modify the original intended or current building use. An adaptive reuse differs from an alteration in that an alteration does not necessarily imply either a change of use or a "substantial" physical alteration.

Site

NEIGHBORHOOD CHARACTER

The South of Market area embodies several important historical contexts:

1865 to 1906 - Pre Earthquake.

1907-1929 - Post Earthquake. Reconstruction during this period included many warehouses and new industrial buildings and residential structures built in empty lots.

1930-1945 - Depression to World War II. Thousands of single male workers and labor union activism that culminated with the 1934 Waterfront General Strike. Construction of Bay Bridge and freeway systems.

1946 to 1980's – Post War up to the Technology boom. By 1950, many industries relocated and social and geographic isolation of the neighborhood from the rest of the city began to attract the Philippine populations and groups on the margins of mainstream America, such as artists, radicals, and gays. Residential migration to the suburbs.

1980's to Present - Neighborhood transformation when the area went from a "workshop" into high technology and real estate boom, changing aesthetically as well as demographically.

These design standards strive to help preserve a tangible link to the past and are the foundation of the built environment, addressing appropriate alterations and new in-fill development, which includes:

- Rehabilitation, alterations, and restorations of historic buildings for new uses (adaptive reuse).
- New development on vacant lots

One significant characteristic of SoMa architecture is in its mixture of buildings and styles, which is highly indicative of important historical patterns that shaped the neighborhood. From transient fishing harbor to the Ohlones, a men's jamboree during the gold rush, a post-quake reconstructed area, to being industrially developed and, to adopting a working-class culture and immigrants, SoMa architecture reflects the rich neighborhood history. Page & Turnbull identified a potential historic district within SoMa, bounded roughly by Mission, Fifth, Harrison, and Tenth Streets. The district contains a heavy concentration of light industrial and residential buildings constructed between 1906 and 1929. Much of the SoMa was constructed within a brief period of time following the 1906 Earthquake and Fire.

The building types and architectural styles found in the intact areas of the SoMa are remarkably consistent in spite of differences in scale and detailing. The historic integrity of the SoMa, many streets, particularly in the western part of the neighborhood, retain high levels of their post-earthquake historic context.

There are many commercial properties in a proposed historic district. Commercial spaces are typically located on the ground floor of these historic mixed-use buildings and can be found in such areas as 6th Street corridor. The vast majority of these buildings were built during between 1907 and 1929. These buildings are often rendered with simple Classical Revival, Spanish Colonial Revival, or Art Deco ornamentation.

Light industrial buildings and warehouses in the Western SoMa Light Industrial and Residential District are most often rectangular in plan, and nearly fill their parcels with the primary façade facing the streets. They feature open interiors, steel-sash windows, and roll up metal garage doors. Some one-story buildings feature a second-story loft at the front of the building. Ornamentation on most of those buildings is minimal and rendered in the Classical Revival Spanish Colonial Revival, or Art-Deco styles.

Proposed preservation of these commercial buildings and warehouses, based on the Secretary of the Interior's Standards for Rehabilitation of Historic Buildings criteria should respond as follows:

Warehouse and industrial building alteration should acknowledge and respect the following periods.

Classical Revival (1893-1920)
Spanish Revival (1915-1930)
Art Deco (1925-1950)

The Standards that follow were originally published in 1977 and revised in 1990 as part of Department of the Interior regulations (36 CFR Part 67, Historic Preservation Certifications). They pertain to historic buildings of all materials, construction types, sizes, and occupancy and encompass the exterior and maintained interior of historic buildings. The Standards also encompass related landscape features and the building's site and environment, as well as, attached, adjacent or related new construction.

GOAL: Utilize "Secretary of the Interior's Standards for the Treatment of Historic Properties" for preserving the historic character and fabric of the Western SoMa SUD.

The Standards are to be applied to specific rehabilitation projects in a reasonable manner, taking into consideration economic and technical feasibility.

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.

4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.

5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.

6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.

7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.

8. Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Design Standards for In-fill Development in Historic Districts and Contiguous to Historic Buildings

Site

Scale and Massing

DESIGN PRINCIPLE: Enhance the existing patterns of scale, massing and building form, promoting design visions for the Western SoMa zoning districts.

DESIGN PRINCIPLE: Promote building scale that is compatible with surrounding buildings.

STANDARD: Discourage new buildings that imply an inappropriate imitation of a historic context.

Façade Treatment

DESIGN PRINCIPLE: Changes in vertical massing, architectural projections and recesses may be used to achieve this modulation in all in-fill projects to be compatible with historic pattern.

STANDARD: Individual ground floor residential units should be vertically modulated at regular intervals of no

greater than 40 feet.

STANDARD: Modulation should be strong and consistent with the vocabulary and coherent design of surrounding historic buildings.

Lot Development Patterns

STANDARD: Prohibit lot aggregations – see our general rules we have set up depending on district.

Front Set Back

STANDARD: Provide front backs necessary to preserve historic street wall patterns and to maximize visual access from the public right-of-way to buildings of historic merit.

Architectural Details

Windows and Doors

DESIGN PRINCIPLE: Windows and doors in new construction projects should be compatible with authentic window shape and materials. Windows should be used as contextual architectural language.

STANDARD: Require windows and doors that emphasize the character of the historic buildings.

Building Form and Materials

GOAL: Use building materials and forms that are compatible with historic surroundings.

DESIGN PRINCIPLE: Ensure that the character-defining features and building components of an historic period on street facades are acknowledged even with in-fill development.

STANDARD: Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

STANDARD: Choose building materials and architectural forms that are compatible with and provide visual interest and texture to

a building and the street.

STANDARD: Ensure that the character-defining features of an historic period on street façades are acknowledged with in-fill development.

Parking, Loading and Garages

GOAL: Infill projects are subject to the adopted Western SoMa parking requirements.

DESIGN PRINCIPLE: All new construction projects should provide parking amenities that help minimize automobile use, establish pedestrian environments and calm street traffic flow.

DESIGN PRINCIPLE: Create places with a limited, well-managed parking and vehicle storage.

DESIGN PRINCIPLE: Allow for pedestrian amenities, active ground floor uses, and screening primary façade.

STANDARD: All new construction projects should provide car share spaces and programs

STANDARD: All new development should provide parking for bikes.

STANDARD: Avoid breaking street frontage with garage doors and parking.

STANDARD: Avoid breaking sidewalks are undisrupted by driveways and curb cuts

STANDARD: New garage doors shall be compatible with the surrounding neighborhood context.

STANDARD: Retain existing significant street trees.

STANDARD: When possible parking structures, should use a portion of the top parking level as an outdoor deck, patio or garden with a rail, bench or other guard device around the perimeter.

Open Space

GOAL: Promote through creative design the Western SoMa Plan emphasis on public realm improvements that can serve as public open space.

DESIGN PRINCIPLE: Design safe common and private open spaces.

DESIGN PRINCIPLE: To the greatest extent possible, integrate historically relevant art in all new construction and infill projects.

STANDARD: Encourage publicly accessible open space in new construction, while providing for security and maintenance.

STANDARD: Retain existing significant street trees.

STANDARD: Respect and promote the mid-block open space patterns.

STANDARD: Provide appropriate levels of lighting to create safety and visibility at night.

STANDARD: Provide art (mosaic, mural, decorative masonry pattern, sculpture, relief, etc.) over a substantial portion of the blank wall surfaces.

STANDARD: Involve local artist concepts and artistic historical references in all new infill and new construction projects.

STANDARD: Provide references and icons that represent cultural significant values to the history of the site in all new construction, in-fill or restoration projects.

Other Details

Utility Panels

DESIGN PRINCIPLE: Locate utility panels so that they are not visible on the front building wall or on the sidewalk.

STANDARD: Provide screens for utility panels, including trellis, landscaping, or location.

Rooflines

STANDARD: In the prevailing context of surrounding historic flat rooflines, flat rooflines or flat or shaped parapets are encouraged, especially those elaborated with decorative features like cornices and pent roofs.

Rooftop Features

DESIGN PRINCIPLE: Allow roof decks and roof gardens that are set back and not visible from front facades

STANDARD: When open space at grade is impossible to meet, provide a roof garden and roof decks that are adequately screened from wind and from the front facades of historically significant buildings.

Stair Penthouses

STANDARD: - Stair Penthouse should not be visible from primary facades.

Parapets

DESIGN PRINCIPLE: Preserve ornamental elements such as parapets in all Adaptive reuse projects.

STANDARD: Preserve ornamental elements such as parapets in all Adaptive reuse projects.

Windscreens

STANDARD: Any windscreens should not be visible from primary facades.

Design Standards for Sustainability

Successful infill builds upon the mixed uses, density, walkable streets, and transit. In-fill development and new construction also should include sustainability and health considerations for residents, workers and visitors, utility and maintenance costs, concerns about environmental issues such as global warming, energy and water conservation, and a desire to create buildings and spaces that are better for all. Applying a sustainable perspective to the remodeling process, green building brings the benefits of resource conservation, durability, energy savings and healthy living.

GOAL: Improve the sustainability of construction and of building performance

DESIGN PRINCIPLE: All projects shall adhere to Leadership in Energy and Environmental Design (LEED) green building standards as established by the United States Green Building Council (USGBC), or to Green Point Rated (GPR) system for non-high rise residential uses, based on the adopted schedule established by the Mayor's Task Force on Green Building.

STANDARD: A minimum of 80 percent of the 'clean' demolition material and/or construction debris at all restoration and new construction projects must be recycled and reused onsite.

STANDARD: Approval from the California Department of Toxic Substances will be required to ensure site clean-up to

levels that protect public health prior to approval for any commercial and residential development or rehabilitation.

STANDARD: In indoor building areas non-toxic materials (Low-VOC adhesives, sealants, paints, coatings, and carpets, and wood with no added urea-formaldehyde resins), natural daylight and ventilation and operable windows must be used.

STANDARD: Restorations, remodeling and new development must include a waste management plan illustrating appropriate sizing and location of waste and recycling equipment or facilities. Multi-family buildings must provide direct and convenient access to recycling facilities from each unit or group of units.

STANDARD: Building areas provided for the collection and separate storage of trash to landfill, materials for commingled recycling and for composting shall be designed to accommodate sufficient quantity of recycling and composting containers compatible with current methods and frequency of local collection. Standard trash and recycling receptacles must be located at key public locations such as street intersections, parks, transit stops, etc.

STANDARD: Energy Star or equivalent efficiency appliances and equipment, including low water-use washing machines and dishwashers, must be installed in new residential units to reduce electric energy use.

DESIGN PRINCIPLE: Roof designs should accommodate devices for the collection and storage of stormwater runoff.

STANDARD: Water retention on each development site, or cooperatively across several sites undergoing development at once, must reach the following requirements:

- No stormwater discharge onsite
- Capacity to retain and hold water on site for the 5 year storm
- Include a separate stormwater system that discharges filtered rainwater into the Brisbane Baylands watershed, if an agreement is reached to do so, or alternatively, to the City's Sewer System (CSS).

STANDARD: Roof designs should accommodate devices for the

collection and storage of stormwater runoff. They may include:

- Green roofs
- Flat roof decks, and terraces that provide private or common open space and include equipment and systems to harvest and store rainfall
- Gable and other roof forms that allow for harvest and storage of rainfall.

STANDARD: Promote development of green roofs.

STANDARD: Provide rainwater collection on flat roof decks, and terraces that provide private or common open space and include equipment and systems to harvest and store rainfall.

GOAL: Maximize utilization of active and passive solar energy systems.

DESIGN PRINCIPLE: Maintain sun light to adjacent properties by providing adequate setbacks.

DESIGN PRINCIPLE: Require all new construction to improve sidewalks, plant trees, and if possible, provide new solar street lighting systems.

STANDARD: Residential, commercial and institutional buildings should be oriented and designed to maximize the potential use of solar energy through passive or active solar energy collection and utilization.

STANDARD: Buildings should be designed to permit maximum use of natural lighting in order to reduce electrical energy use – include living spaces on south side, shading devices, shallow units, greater perimeter to units, south-facing orientation, clerestory windows.

STANDARD: Buildings should be designed to incorporate use of renewable energy sources wherever possible, including active solar energy technology, solar hot water systems, and photovoltaic systems that generate electricity.

STANDARD: Natural ventilation and landscaping should be used to reduce cooling loads.

STANDARD: In indoor building areas non-toxic materials (Low-VOC adhesives, sealants, paints, coatings, and carpets, and wood with no added urea-formaldehyde resins), natural daylight and ventilation and operable windows must be used.

STANDARD: Buildings should use renewable resource materials (bamboo, straw, wool, etc, or materials with recycled content.), locally and regionally produced resources, and Forest Stewardship Council (FSC)-certified wood.

STANDARD: All new garage doors should be energy efficient.

Design Standards for Accessibility and Safety

Most existing disability language relates to "accessibility" and it is part of many Federal and State regulations as well as local Codes, including the Planning Code, the Building Code, and the Fire Code. Specific accessibility design standards are here provided to make Western SoMa Plan universally compatible with Planning Code provisions standards that are enforced by State or Federal accessibility laws.

GOAL: Maximize accessibility standards for all persons.

GOAL: Build "Crime Prevention through Environmental Design (CPTED) standards.

GOAL: Create opportunities for new development to invest in street and pedestrian improvements that make alternative modes more attractive and accessible.

DESIGN PRINCIPLE: Enhance, coordinate and enforce Federal, State and Local design standards to make spaces accessible for all people.

DESIGN PRINCIPLE: Build safe and accessible places through design concepts that acknowledge people with disabilities or impairments.

DESIGN PRINCIPLE: Encourage a mix of uses that promote

public participation, safety and active streets.
DESIGN PRINCIPLE: Encourage activities for the general public that are community-building and support safety.

DESIGN PRINCIPLE: Encourage provisions for a more sustainable neighborhood with pedestrian oriented new developments.

DESIGN PRINCIPLE: Minimize automobile conflicts with transit, bikes and pedestrians.

DESIGN PRINCIPLE: Coordinate the various code requirements by codes regarding "parking" in an interagency manner, so codes are consistent.

STANDARD: Provide street signs and general public information in ways that enhance accessibility for the visually and/or hearing impaired and people with learning difficulties.

STANDARD: Discourage obstructions to internal circulation paths and garbage collection areas.

STANDARD: Providing lighting, trees, and other amenities to a clear path for walking, biking, wheelchairs and strollers.

STANDARD: Promote objectives, goals and provisions of The San Francisco Bicycle Plan to provide the safe and attractive environment for bicycling.

STANDARD: Use universally accepted design concepts and specific measurements and recommendations by the San Francisco Mayor's Office of Disability. These include

- ✓ Location and size of parking spaces within structures, and how these change when more than one (1) type of accessible to all parking spaces, valet parking or parking for vans transporting people with disabilities.
- ✓ Location and specific of street signs, including traffic signals
- ✓ Location of streetscape in the public realm
- ✓ Location and type of special stripe of pavement dedicated exclusively for bicycles, wheelchairs and strollers when ever it fits in the streetscape

STANDARD: Encourage organic surveillance system by creating a better sense of community, such as active ground floors and spaces for public displays.

STANDARD: Require adequately placed and adequate levels of illumination at exterior lighting on all new developments.

STANDARD: Ensure that trees and shrubbery do not obscure sight lines and the provision of adequate public realm lighting.

STANDARD: Create meeting rooms or other sheltered public space with the facilities appropriate for use as an election voting stations, community meetings, after school programming, tutoring/mentoring, senior centers or other social programs.

STANDARD: Place self-cleaning public toilets along key commercial streets and near entertainment venues.

STANDARD: Integrate local artist into design teams for signs in public places, public toilets, community centers, and other publicly accessible facilities.

STANDARD: Encourage "car share" spaces and bicycle facilities in any new developments.

STANDARD: Encourage provision of public realm areas for dog walks.

STANDARD: Encourage portions of sidewalks for use as ecological urban planting areas where water saving and drainage promote biodiversity.

STANDARD: Minimize new automobile use through minimization of new parking facilities and enforcement of adopted parking standards for the Western SoMa Special Use District.

APPENDIX

Definitions

- ✓ Goals – Statement of desired end condition(s).
- ✓ Design Principles – Describe physical relationships and factors informing the Standards.
- ✓ Standards- Lay out both the qualitative and quantitative metrics that projects must follow to achieve the Goals.
- ✓ Environmental Conditions
- ✓ Context
- ✓ Compatibility

Western SoMa Proposed Parking Requirements
Final (August 2008)

	Residential (Spaces/unit)	**Non-Residential**
Minimum Requirements	✓ None	✓ None
Maximum Requirements	✓ 0.25 as of right, 0.50 with Conditional Use(CU) Planning Commission approval for one-bedroom units in NCT district ✓ 0.75 with CU Planning Commission approval for one-bedroom units ✓ 1.00 with Commission approval for multiple-bedroom units in RED-MX, RED, RCD, and MUG districts	✓ For office uses: 7 percent of gross floor area for MUO, MUG, RCD ✓ For other uses: existing minimums from Section 151 of Planning Code for MUO,MUG ✓ 100 percent of existing minimum from Section 151 for the SALI ✓ Up to 150 percent with a CU in the SALI