

BUILDING A  
COMPLETE NEIGHBORHOOD

PROPOSAL FOR ADOPTION  
2011



# Western SoMa Design Standards



Western SoMa Citizens  
Planning Task Force



# DESIGN STANDARDS FOR WESTERN SOMA SPECIAL USE DISTRICT

Western SoMa Citizens Planning Task Force  
2011

## Contents

<b>Introduction</b>	2
Why Design Standards in Western SoMa?	2
Use of the Western SoMa Design Standards	2
<b>Design Standards for Residential Enclave Districts</b>	4
<i>Site</i>	6
Neighborhood Character	6
Site Treatment	6
Scale & Massing	6
Façade Treatment	8
Lot Development Patterns	8
Rear Yards	8
Front Setback	9
Varied Front Setbacks	9
Sunlight	9
Privacy	9
<i>Architectural Details</i>	10
Window and Fenestration	10

Window Size	10
Window Features	10
Window Material	11
Bay Windows	11
Finish Materials	11
Exposed Building Walls	12
Material Detailing	12
Entrances	12
Garages	12
Garage Door Design and Placement	12
Garage Door Widths	13
Curb Cuts	13
Parking	13
<i>Other Details</i>	13
Utility Panels	13
Decks	13
Rooflines	14
Rooftop Features	14
Parapets	14
Windscreens	14

<b>Design Standards for Residential Enclave District - Mixed</b>	16
<i>Site</i>	18
Neighborhood Character	18
Scale and Massing	19
Façade Treatment	20
Lot Development Patterns	20
Rear Yards	20
Front Setback	21
Varied Front Setbacks	21
Sunlight	22
Privacy	22
<i>Architectural Details</i>	23
Window and Fenestration	23
Window Size	23
Window Features	23
Window Material	24
Bay Windows	24
Finish Materials	24
Exposed Building Walls	24
Material Detailing	24
Entrances	25

Garages	25
Garage Door Design and Placement	25
Garage Door Widths	25
Curb Cuts	25
Parking	26
<b><i>Other Details</i></b>	26
Utility Panels	26
Decks	26
Rooflines	26
Roottop Reatures	27
Stair Penthouses	27
Parapets	27
Windscreens	27
Signage	27

**Design Standards for Neighborhood Commercial  
Transit Corridors - Folsom NCT** 28

<b><i>Site</i></b>	30
Neighborhood Character	30
Scale	30
Massing	30

Façade Treatment	31
Lot Development Patterns	31
Front Setback	32
Varied Front Setbacks	33
Sunlight	33
Privacy	33
<i>Architectural Details</i>	33
Window and Fenestration	34
Window Size	34
Window Features	34
Window Material	34
Bay Windows	35
Decks	35
Finish Materials	35
Exposed Building Walls	35
Material Detailing	35
Entrances	36
Garages	36
Garage Door Design and Placement	36
Garage Door Widths	36
Curb Cuts	36

Parking	37
<b><i>Other Details</i></b>	37
Utility Panels	37
Decks	37
Rooflines	37
Stair Penthouses	38
Parapets	38
Windscreens	38

## **Design Standards for Regional Commercial Districts -**

<b>9th and 10th Street RCD Corridors</b>	40
<b><i>Site</i></b>	42
Neighborhood Character	42
Massing	43
Façade Treatment	43
Lot Development Patterns	44
Rear Yards	44
Front Setback	45
Sunlight	45
Privacy	45

<i>Architectural Details</i>	45
Window and Fenestration	46
Window Size	46
Window Features	46
Window Material	47
Bay Windows	47
Finish Materials	47
Exposed Building Walls	47
Material Detailing	47
Entrances	48
Garages	48
Garage Door Design and Placement	48
Garage Door Widths	48
Curb Cuts	48
Parking	49
<i>Other Details</i>	49
Utility Panels	49
Decks	49
Rooflines	50
Stair Penthouses	50

Parapets	50
Windscreens	50
<b>Design Standards for Mixed Use General Areas</b>	<b>52</b>
<i>Site</i>	52
Neighborhood Character	52
Scale	54
Massing	54
Façade Treatment	54
Lot Development Patterns	54
Rear Yards	55
Front Setback	55
Varied Front Setbacks	55
Sunlight	56
Privacy	56
<i>Architectural Details</i>	56
Window and Fenestration	56
Window Size	57
Window Features	57
Window Material	57
Bay Windows	57
Finish Materials	58

Exposed Building Walls	58
Material Detailing	58
Entrances	58
Garages	59
Garage Door Design and Placement	59
Garage Door Widths	59
Curb Cuts	59
Parking	59
<b><i>Other Details</i></b>	60
Utility Panels	60
Decks	60
Rooflines	60
Stair Penthouses	60
Parapets	61
Windscreens	61
<b>Design Standards for Service Arts Light Industrial Areas</b>	62
<b><i>Site</i></b>	64
Neighborhood Character	64
Scale	64
Massing	64
Façade Treatment	65

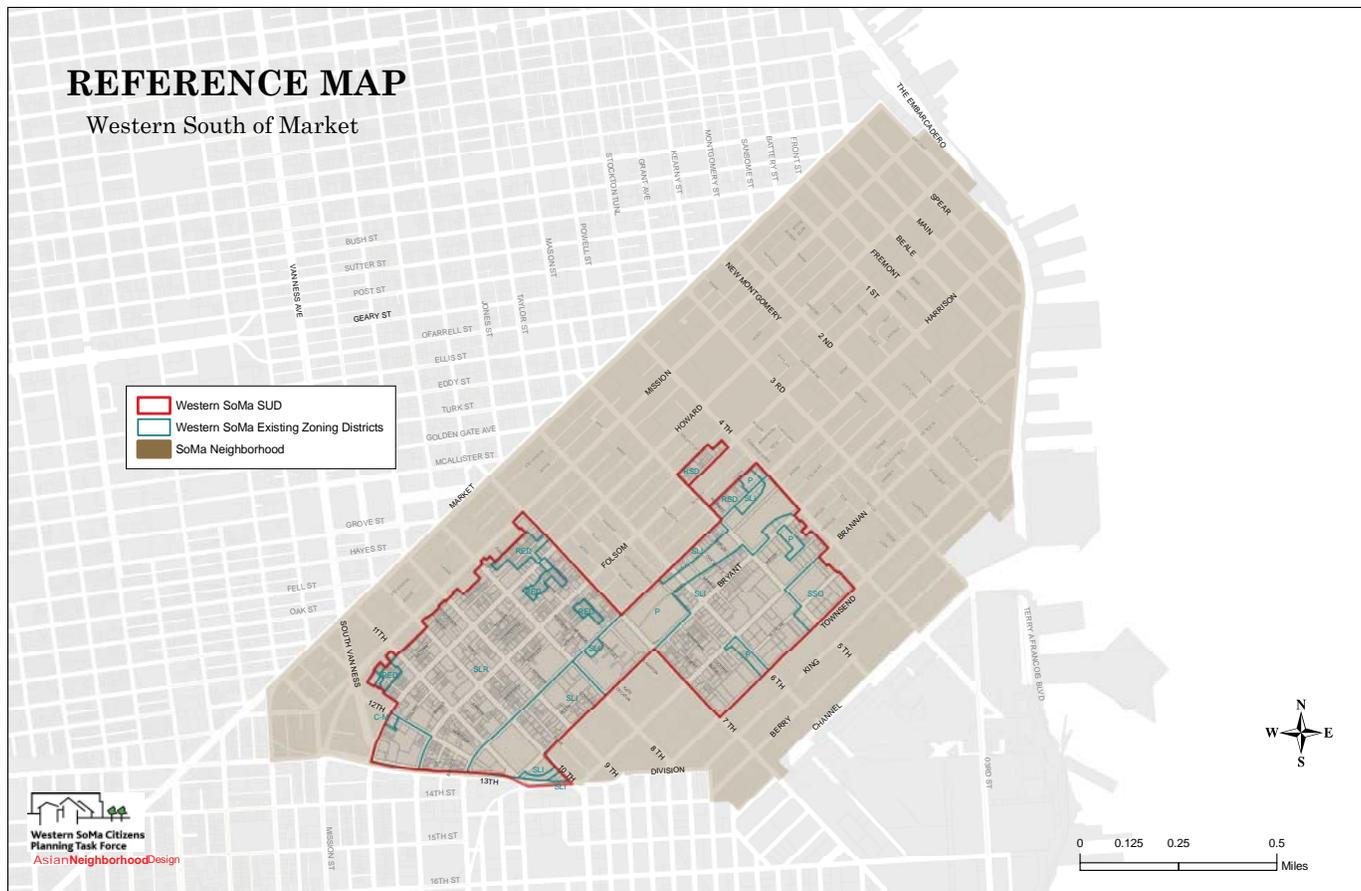
Lot Development Patterns	65
Architectural Details	65
Window and Fenestration	66
Window Size	66
Window Features	66
Window Material	66
Finish Materials	66
Exposed Building Walls	67
Material Detailing	67
Entrances	67
Garages	67
Garage Door Design and Placement	67
Garage Door Widths	68
Curb Cuts	68
<i>Other Details</i>	68
Utility Panels	68
Decks	68
Rooflines	68
Rooftop Features	68
Stair Penthouses	69

<b>Design Standards for Mixed Use Office</b>	70
<i>Site</i>	72
Neighborhood Character	72
Scale	72
Massing	72
Façade Treatment	73
Lot Development Patterns	73
<i>Architectural Details</i>	73
Window and Fenestration	73
Window Size	74
Window Features	74
Window Material	74
Finish Materials	74
Exposed Building Walls	74
Material Detailing	74
Entrances	75
Garages	75
Garage Door Design and Placement	75
Garage Door Widths	75
Curb Cuts	75

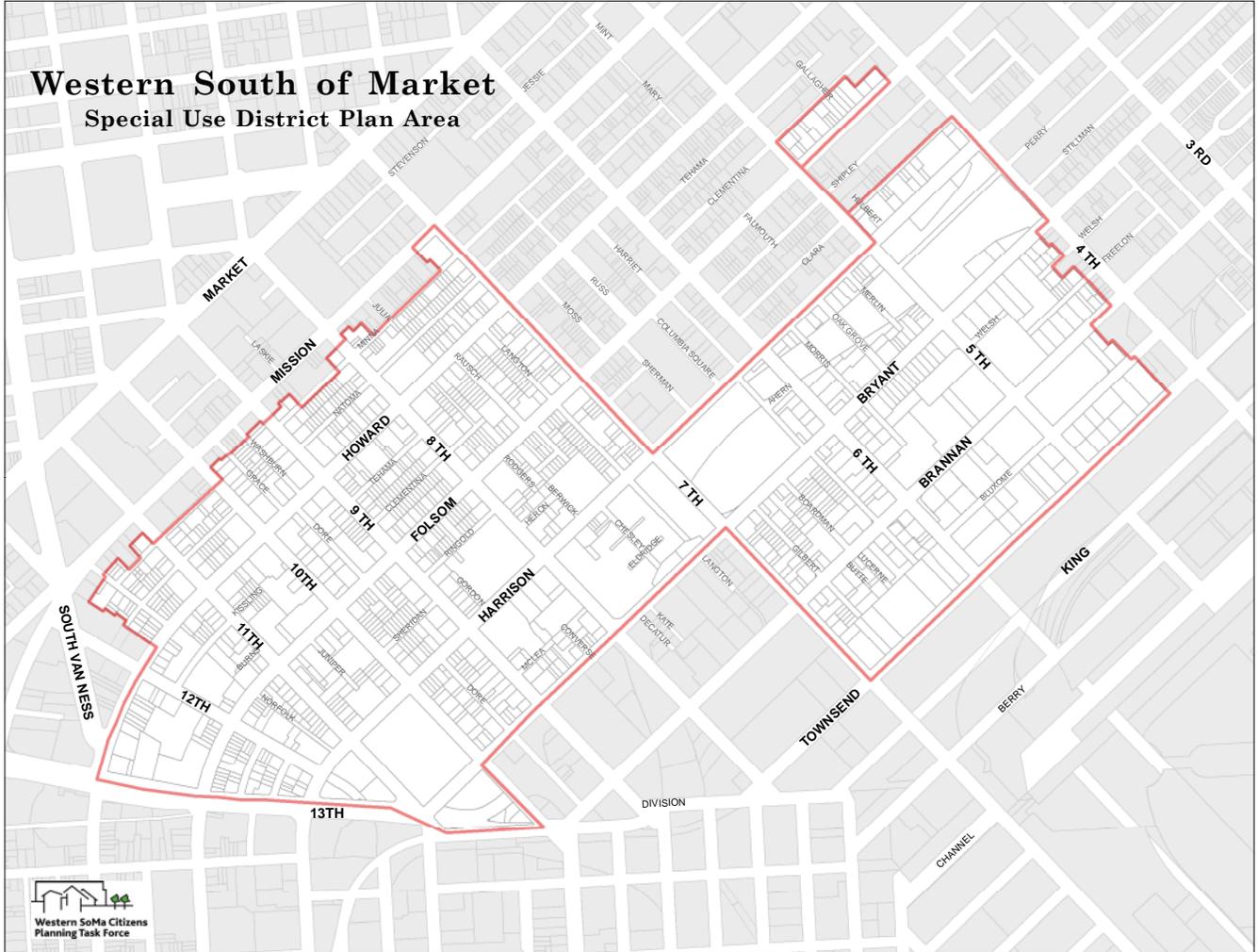
<i>Other Details</i>	76
Utility Panels	76
Rooflines	76
Rooftop Features	76
Stair Penthouses	76
Windscreens	76
<b>Design Standards for Large Site Development</b>	78
Neighborhood Character	78
Scale	79
Massing	79
Façade Treatment	80
Lot Development Patterns	80
Rear Yards	80
Front Set Back	81
Varied Front Setbacks	81
Parking	81
Height Bonuses	82
Publicly Accessible Open Space	82
Provision of New Alleys	83
Other Amenities	83

<b>Design Standards for Alterations to Buildings of Historic Merit</b>	84
<b>Design Standards for In-fill Development in Historic Districts and Contiguous to Historic Buildings</b>	102
<b>Design Standards for Sustainability</b>	108
<b>Design Standards for Accessibility and Safety</b>	112

# Reference Maps



# Western South of Market Special Use District Plan Area



# DESIGN STANDARDS FOR WESTERN SOMA SPECIAL USE DISTRICT

2011



**Western SoMa Citizens  
Planning Task Force**

Special thanks to Asian Neighborhood Design, San Francisco Planning Department Staff, Toby Levy - AIAF and Jessica Look

# Introduction

## Why Design Standards in Western SoMa?

The Western SoMa Special Use District (SUD) possesses a number of unique design, populations 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.”

The Western SoMa Task Force identified a street system hierarchy that distinguishes between regional, neighborhood serving and alley streets. Some of the principal traffic corridors such as 9th, and 10th Streets, as well as Harrison and Bryant Streets are one-way streets leading to and from the elevated highways. Other neighborhood serving streets have a greater potential for a “mix of uses” that enhance the complete neighborhood fabric.

## 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 prescriptive 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. These Design Standards supplement and are additive to and all existing Planning Code requirements.

For example, once a development site is identified, the user of this document should determine the Zoning and associated Planning Code

requirements, if the current building 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 Design Standards for that Zoning district and then layered with additional historic and lot size Design Standards chapters of this document. All lots in the Western SoMa Special Use District are subject to the accessibility and sustainability design standards contained in the applicable chapters of this document.

Throughout this document the organization follows a hierarchy of a design Goal, Principle and Standard. The intent is to express a spectrum of desired outcomes from a general Goal and working towards an increasingly specific Standard. Proposed building proposals should try to reflect the greatest possible acknowledgement and respect throughout this spectrum of desired design outcomes.

Based on its historic character, these neighborhood design standards support the vision of a vibrant community containing a mix of uses, built up over time around warehouse, commercial and light industrial uses. Western SoMa is characterized by different zones that vary in scale and use due to regional/citywide elements such as freeway arterials, the Hall of Justice and big box retail stores. The Western SoMa Community Plan sets forth goals 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 feet in width, with lot depths of less than the standard 100 feet 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 do not contain off-street parking and associated curb cuts.

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



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

GOAL: Preserve and enhance pedestrian environments.

GOAL: Maintain sunlight at rear yards.

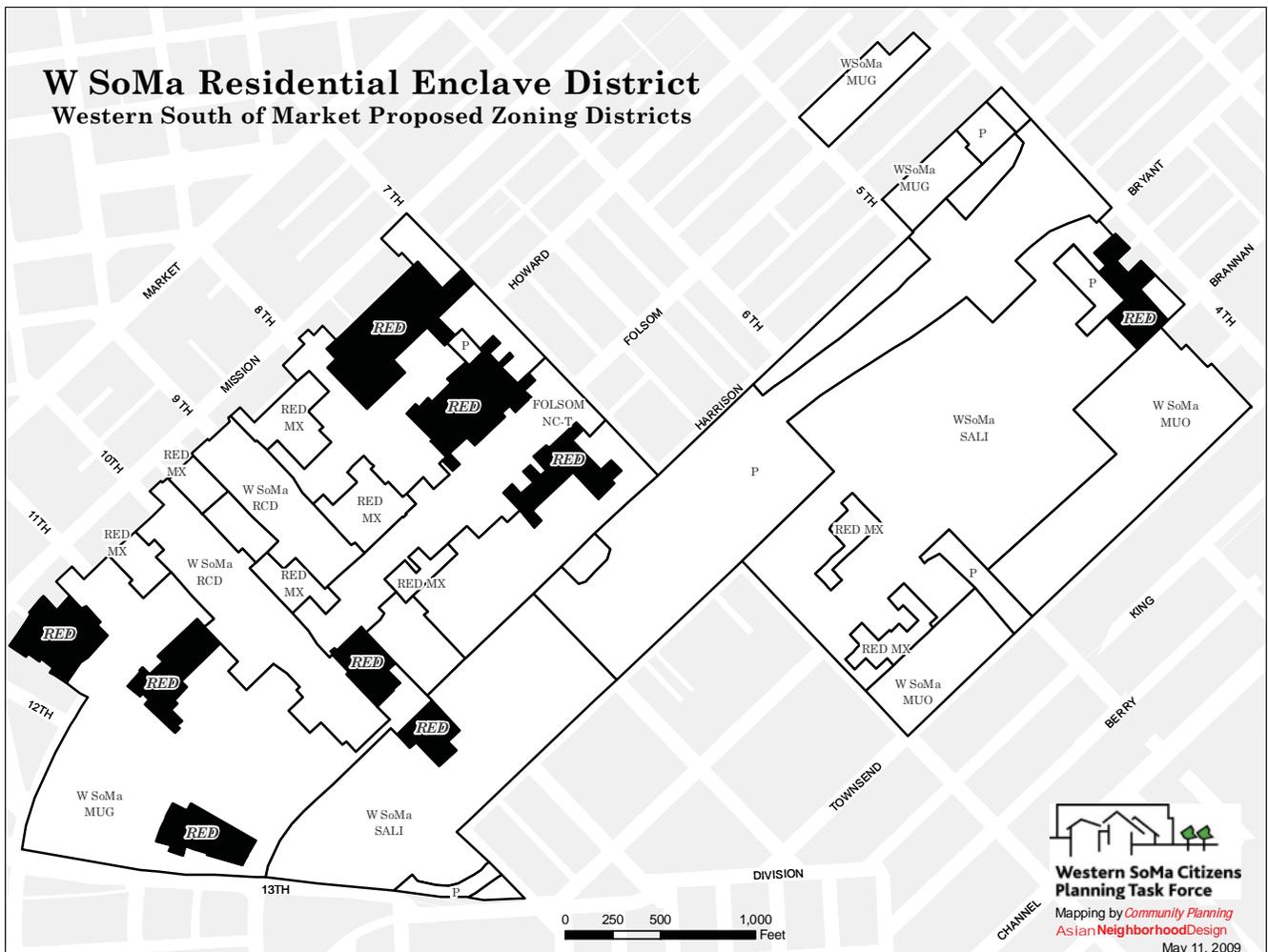
GOAL: Create green edges of the pedestrian realm.

DESIGN PRINCIPLE: For alleys that back onto lots facing the “main streets” discourage design proposals that utilize alleys as the back doors and parking access for lots facing the “main streets.”

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

DESIGN PRINCIPLE: Reinforce exiting patterns and encourage designs that create future opportunities for at grade mid-block landscaped open space by strict 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 to improve pedestrian quality.



## Site

### *Neighborhood Character*

The predominant 25 feet of 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 often not provided resulting in a pattern with few curb cuts and garage doors in the RED. Residents with cars rely on on-street parking. However, there are residential buildings scattered throughout the REDs that have been built or retrofitted with off-street parking and curb cuts.

DESIGN PRINCIPLE: Buildings and building frontages should provide variety along a block, but remain consistent with the overall urban design.

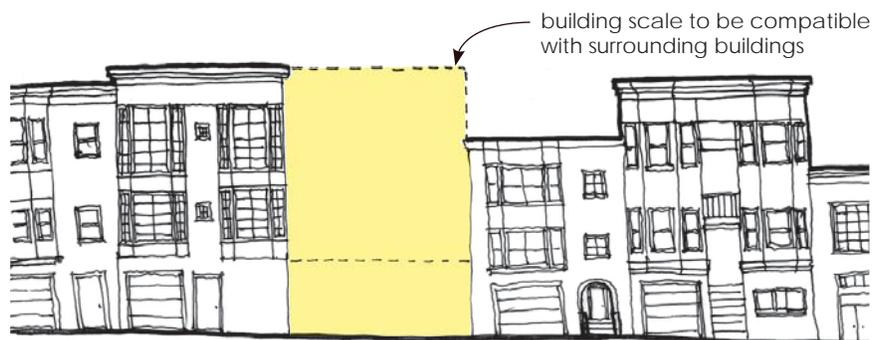
### *Site Treatment*

DESIGN PRINCIPLE: Encourage new at-grade planting areas for greenery and hardscape permeability.

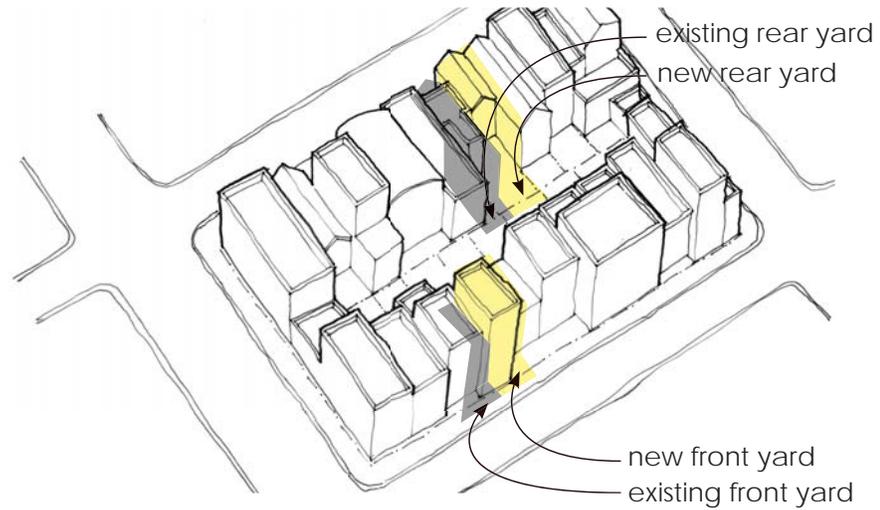
STANDARD: Promote building designs that include landscaping plans for at-grade plantings and greenery at both the front and rear of new buildings.

### *Scale & Massing*

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



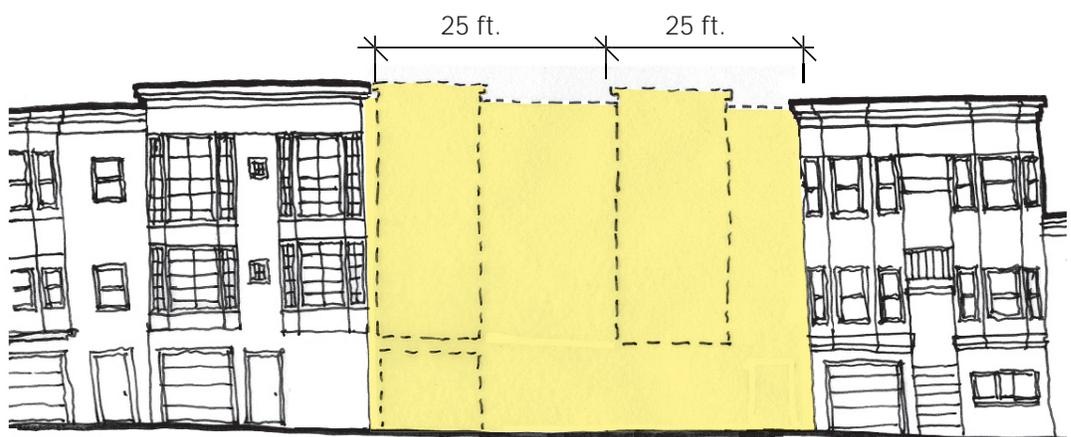
STANDARD: Provide new building heights that respect existing building heights in the district with appropriate setbacks and treatments that create coherent height transitions in adjacent building groups.



STANDARD: Promote a rear yard and front setback patterns found in the lot depth of surrounding buildings and enhance building future yard and setback patterns in anticipated future 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 feet.





## *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 contributory historic buildings in the immediate vicinity.

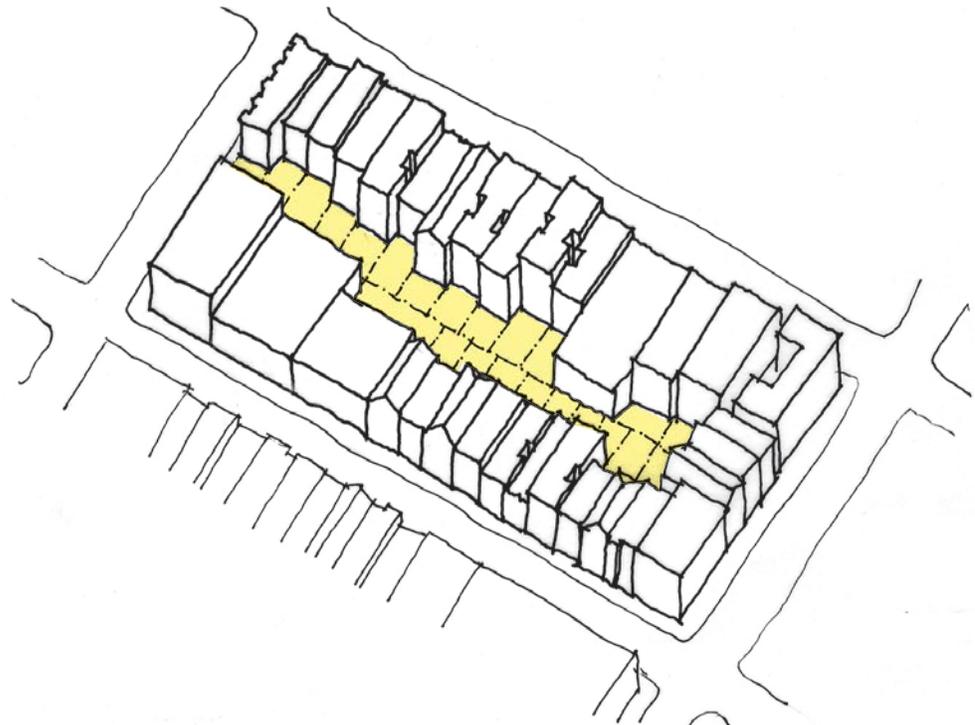
## *Lot Development Patterns*

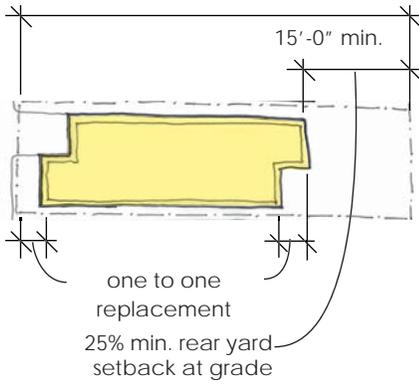
DESIGN PRINCIPLE: Promote lot development patterns that maximize at grade rear yard and front setback opportunities.

## *Rear Yards*

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

STANDARD: Rear yards should be integrated are grade with no below grade development beneath.

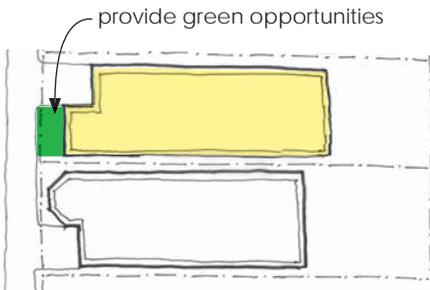




## Front Setback

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

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

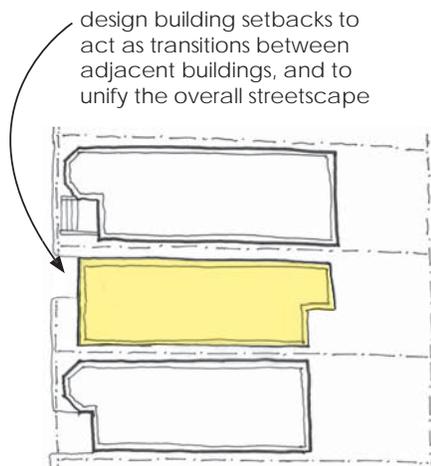


## Varied Front Setbacks

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

### Definition: Key Lot

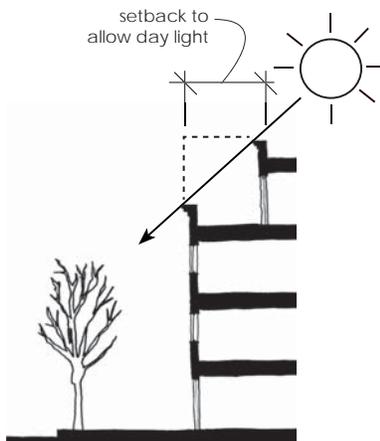
*A key lot is fairly uncommon and exists when a lot has several other homes backing onto the side of the home. If you were to walk along the side of a key lot you'd be able to see two or three of the neighbors' backyards. In addition, another home may sit directly behind the backyard of a key lot as well, giving it a landlocked feel.*



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

## Sunlight

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 feet lot width residential module and the surrounding scale of the area.



**STANDARD:** Architectural details for proposed in-fill buildings should respect proximity to a recognized historic building context, the surrounding uses and nearby design characteristics.

### Window and Fenestration

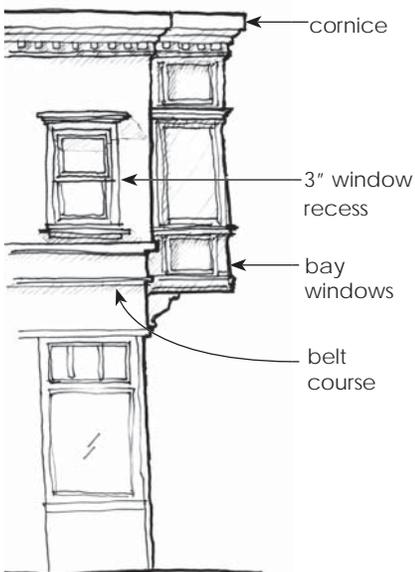
**STANDARD:** Promote windows and fenestration patterns that compliment the architectural character of the building and the context of adjacent buildings.

### Window Size

**STANDARD:** Relate the proportion and size of windows or window related design features to that of existing residential style 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 six inches is required and horizontal sliding windows or applied mullions on windows facing the street are not permitted.



## *Window Material*

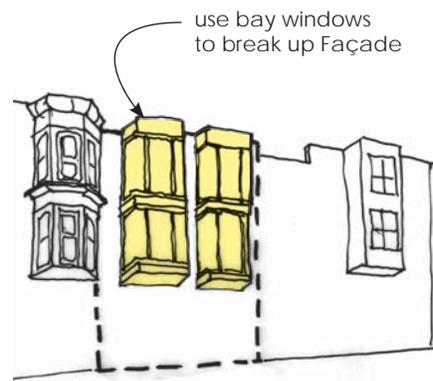
STANDARD: Use quality window materials on façades visible from the street that are compatible with surrounding residential buildings (late 20th Century Live-Work buildings should not be included in the consideration of proposed window material).



## *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 façades. Avoid using unauthentic materials, in particular those that have the appearance of a thin veneer or attachment.

## *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: Building entrances should enhance connections between the street, sidewalk and the building.

STANDARD: New buildings should reflect the existing location and scale 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.

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



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

## *Garage Door Widths*

STANDARD: To the greatest extent possible, minimize the width of garage entrances for residential buildings.

## *Curb Cuts*

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

## *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 and when possible should discourage alley façades that do not respond to the design details of proximate alley building frontage details. 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*

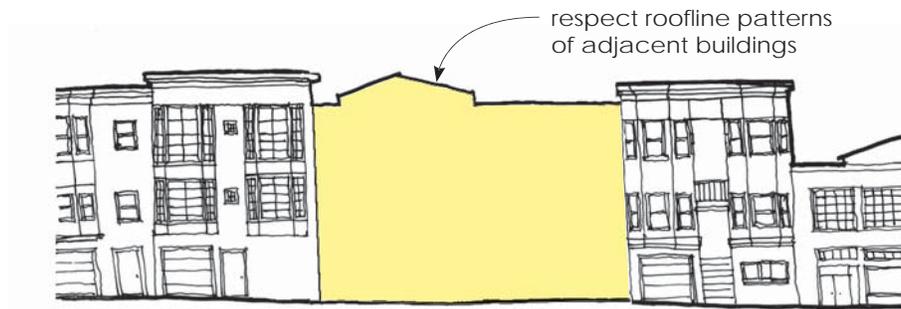
STANDARD: Locate utility panels so they are not visible on the front building wall or on the sidewalk.

## *Decks*

STANDARD: Decks with solid railings and massing can be integrated as design and open space features.

## *Rooflines*

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

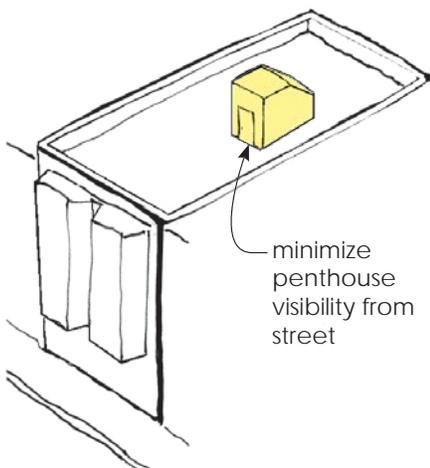


## *Rooftop Features*

STANDARD: Sensitive 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*

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

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

### *Windscreens*

STANDARD: Minimize windscreen impacts in the building design.





## Design Standards for Residential Enclave District - Mixed

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

These residential alleys are characterized by small lots, mostly 25 feet in width, with lot depths of less than the standard 100 feet 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 feet wide or double-lot warehouse buildings, built of wood with double height spaces and partial mezzanines.

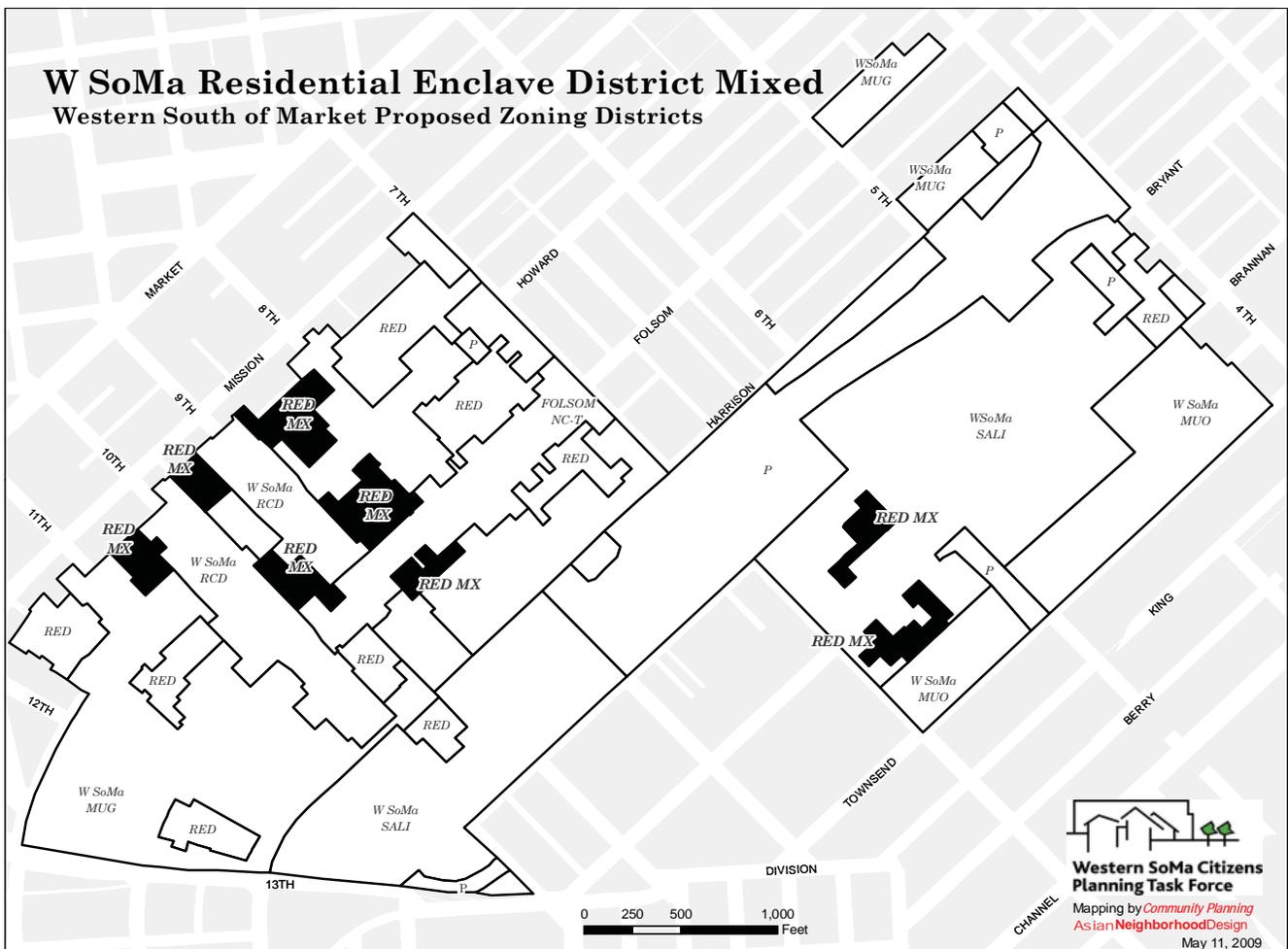
These commercial spaces have been the home to many auto repair and construction trades that have direct access from the alleys, sky lit truss roofs and small offices on the mezzanines. A strong well established pattern

of rear yards at grade does not exist in these areas. The few rear yards that are found in this district are often surrounded 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.

Preservation of the alleys was a major goal of the legislation that established and directed the activities of the Western SoMa citizens Planning Task Force. 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 by adding at grade landscaping and design features 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 features that recognize the neighborhood cultural and historic significance.

DESIGN PRINCIPLE: Reinforce patterns of mid-block open space by adhering 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 feet 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. Careful consideration should be given to the design for development proposals to insure the future compatibility of neighboring non-residential that promote business and provide employment with residential uses.

The commercial buildings’ street façades are 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, were mostly built before the 1950s and 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 provide small planting areas at the street face. Many of the first floors have 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 generally 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.

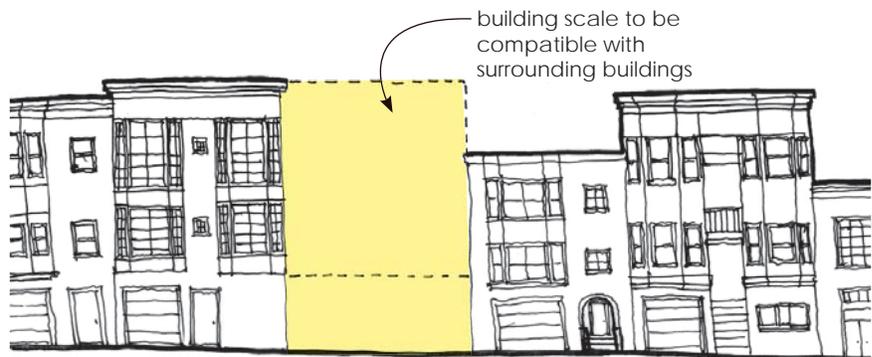
DESIGN PRINCIPLE: Preserve neighborhood character by maintaining a mix of uses.

## *Scale and Massing*

DESIGN PRINCIPLE: Buildings and their frontages should provide variety along a block, but remain consistent with the overall urban design.

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 should always be provided at grade to allow at-grade landscaping 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 50 feet for non-residential uses and 25 feet for residential uses.

## Façade Treatment

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

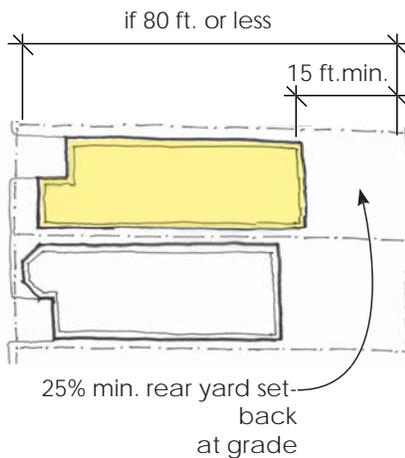
**STANDARD:** New development should epitomize the best in contemporary architecture, but should do so with full awareness of, and respect for, the height, mass, articulation, historic context and materials of the best of the older buildings that surrounds them.

## 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 feet or two lots, whichever is smaller.

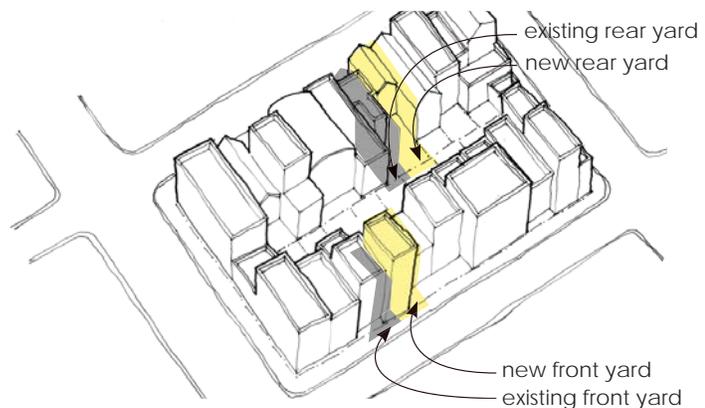
## Rear Yards



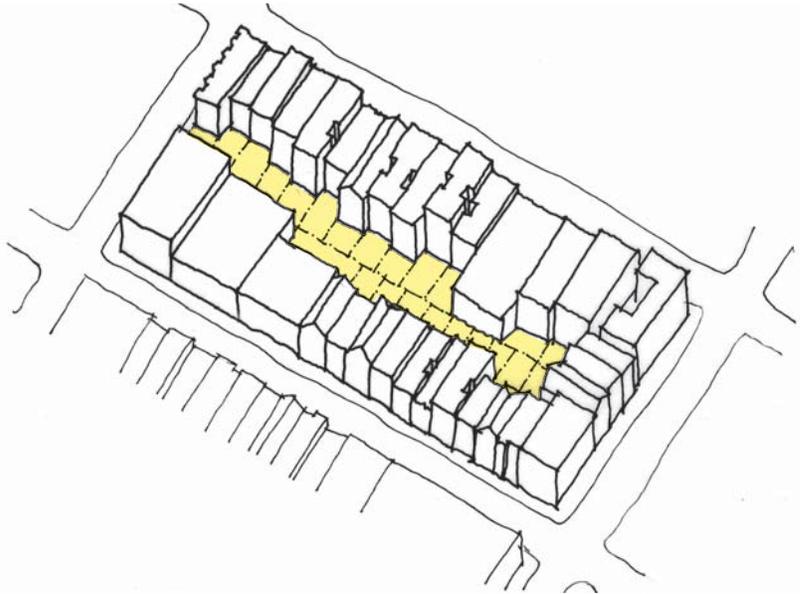
**STANDARD:** Maintain, at grade, a minimum of 25 percent of the lot depth as a rear yard and no less than 15 feet of at grade rear yard on when lot depth is 80 feet or less.

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

**STANDARD:** Rear yards should be integrated are grade with no below grade development beneath.



STANDARD: Where there is not a strong existing pattern of at grade rear yards and rear yard open space on adjacent parcels has been provided in alternatives ways, rear yards may be located to be compatible with pre-existing and adjacent patterns of development.

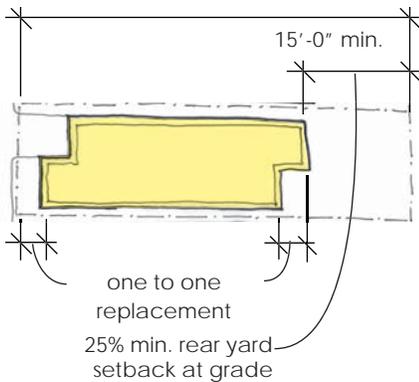


### Front Setback

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

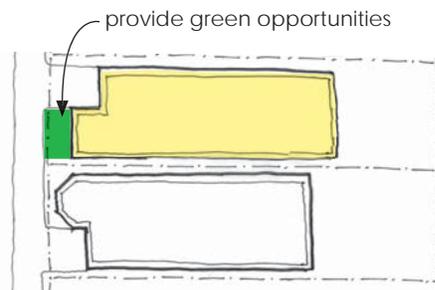
STANDARD: Design front yard setbacks so there is opportunity to provide at-grade landscaping at the street edge.

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

*Definition: Key Lot*

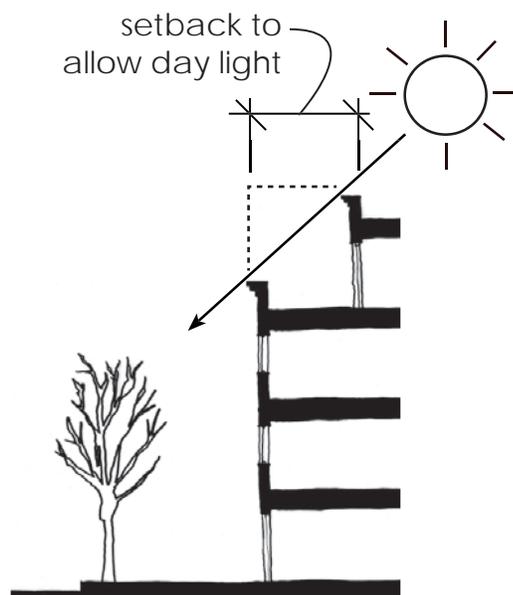
*A key lot is fairly uncommon and exists when a lot has several other homes backing onto the side of the home. If you were to walk along the side of a key lot you'd be able to see two or three of the neighbors' backyards. In addition, another home may sit directly behind the backyard of a key lot as well, giving it a landlocked feel.*

### *Sunlight*

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.

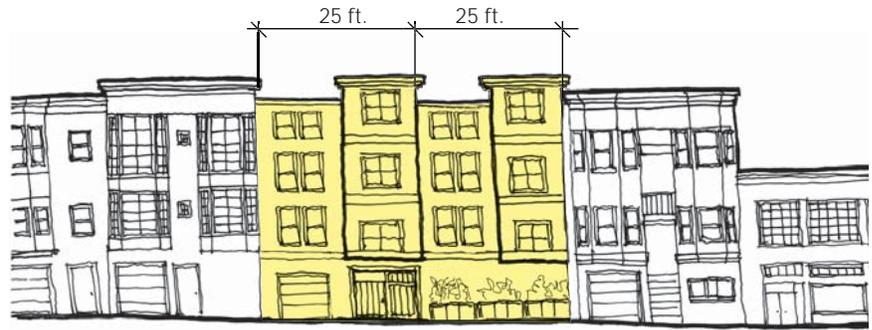


## Architectural Details



**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 building's location, proximity to recognized historic context, surrounding uses and design integrity.

### *Window and Fenestration*

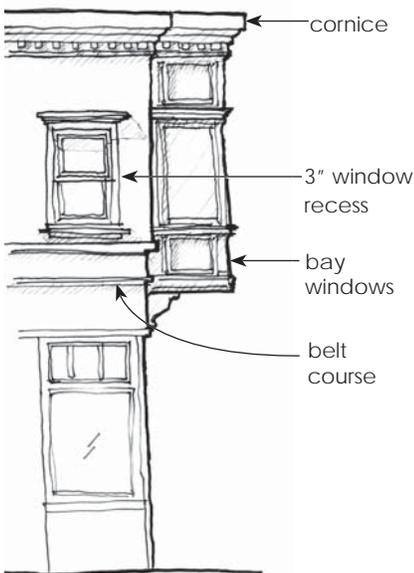
**STANDARD:** Use windows and fenestration patterns that compliment the architectural character of the building and the context of buildings in the block face.

### *Window Size*

**STANDARD:** Relate the proportion and size of windows or window related design features to that of existing building styles 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 six inches is preferred above the ground floor and horizontal sliding windows or applied mullions on windows facing the street are not appropriate.





### *Window Material*

STANDARD: Use quality window materials on façades visible from the street that are compatible with surrounding residential or non-residential buildings (late 20th Century Live-Work buildings should not be included in the consideration of proposed window material).

### *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 façades. Avoid using inauthentic materials, in particular those that have the appearance of a thin veneer or attachment, such as EIFS or tilt-up panels.



### *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.



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

## *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.

## *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.

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 feet in width and 7 feet in high is allowed on each lot for residential structures.

STANDARD: For commercial buildings, 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.

STANDARD: Curb cuts should minimize on-street parking loss.

## *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.

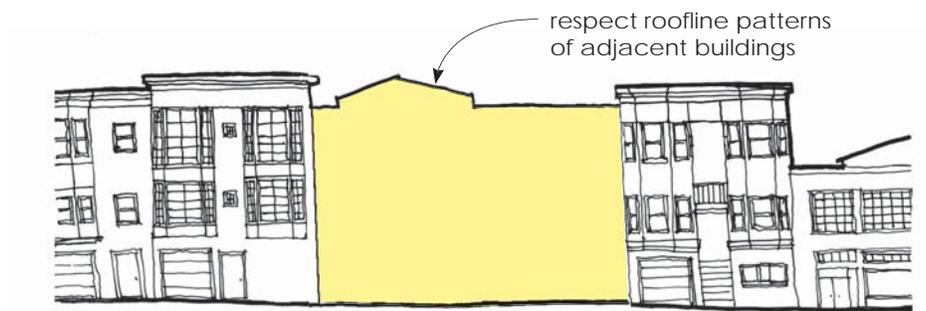
## *Decks*

STANDARD: 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 should not be located on the first two floors of residential occupancy.

## *Rooflines*

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

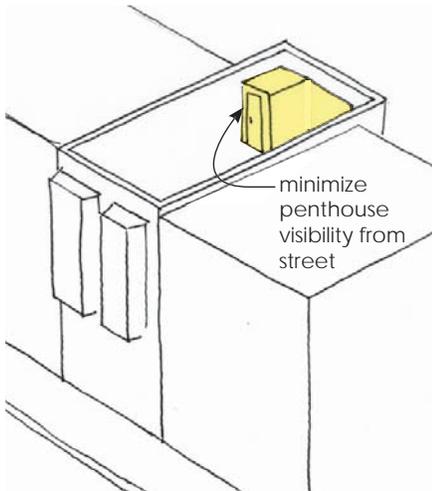


## *Roottop Reatures*

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 central neighborhood serving and ceremonial corridor. Plans are in place to convert the busy street into a two-way boulevard with additional transit service, and more traffic-calming and pedestrian improvements. Folsom Street embodies the Western SoMa's historic character and lively, dynamic neighborhood cultural scene.

The community Plan promotes 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 local theaters, arts and community facilities. To thrive, businesses require 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.

The Folsom Neighborhood Commercial Transit (Folsom NCT) corridor zoning is proposed to run along Folsom Street from 10th Street to 7th Street and connect to the SoMa NCT in the East SoMa Plan. Area

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

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

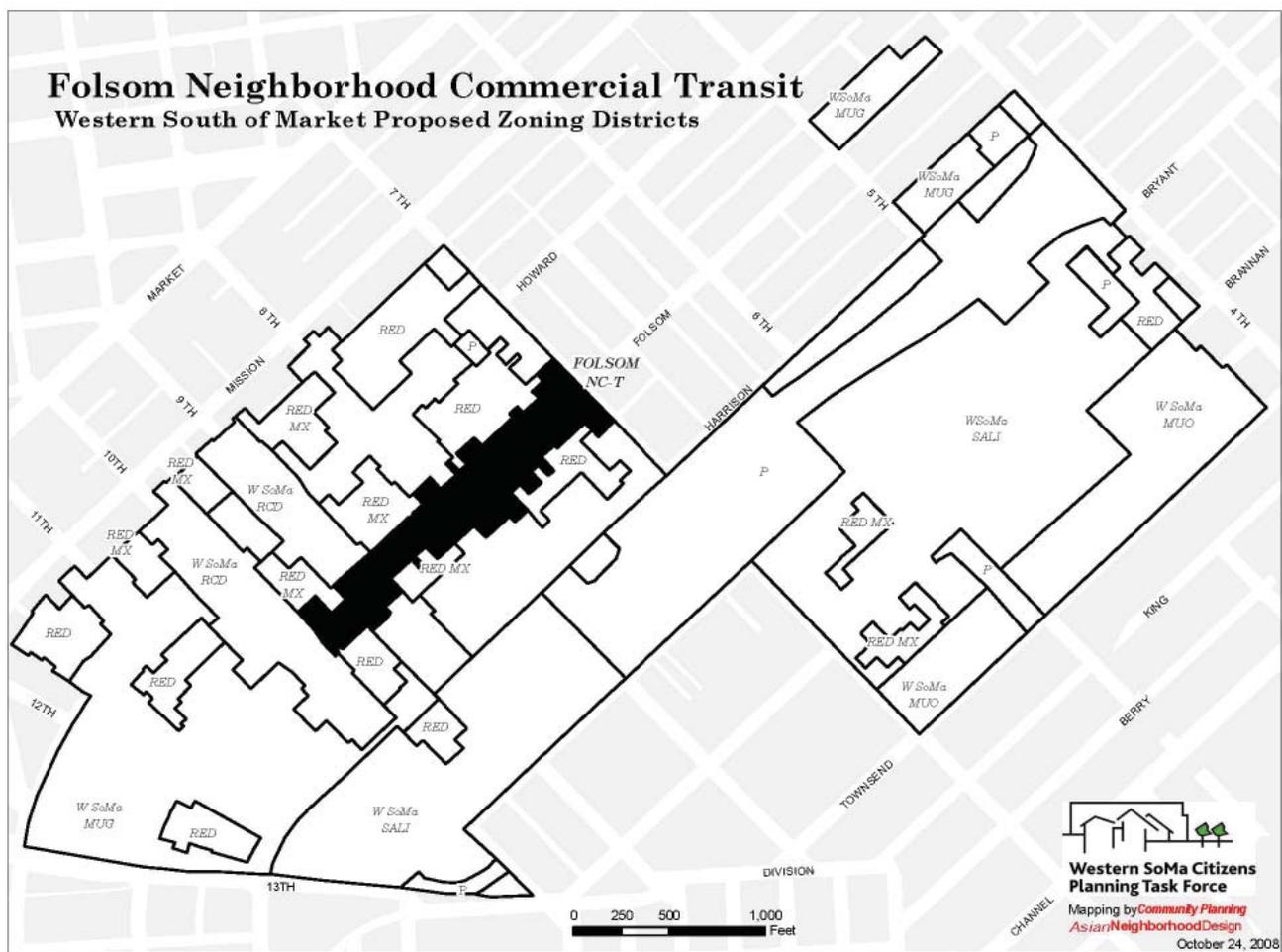
GOAL: Enhance pedestrian qualities and provide pedestrian amenities.

GOAL: When addressing required commercial parking needs, priority should be given to respecting the pedestrian and residential character of the alley enclave districts that back on to the commercial corridor.

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: The proposed massing of a building should create a harmonious transition to the existing height, bulk, and scale of development in adjacent MUG, RED and RED - Mixed districts.



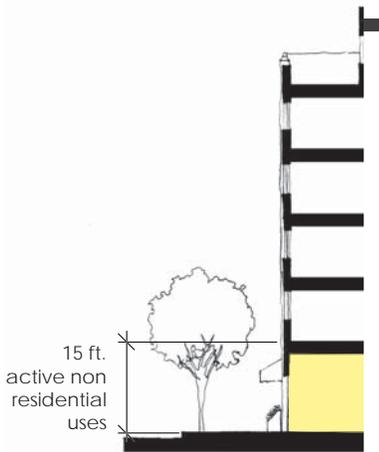
# Site

## *Neighborhood Character*

Folsom Street has a diverse architectural character including small to mid-rise residential flats interspersed with low-rise commercial warehouse buildings. Current buildings range in scale from one to four stories. 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 Design Goals for the area by not mixing radically different materials, construction methods, bulk, massing and articulation.

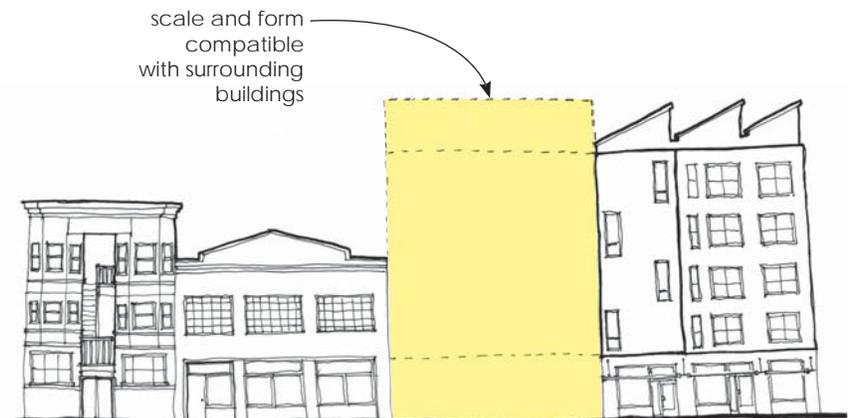
STANDARD: Promote active non-residential uses in the first 15 vertical feet of the adaptive reuse of existing buildings and new infill construction.



## *Scale*

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

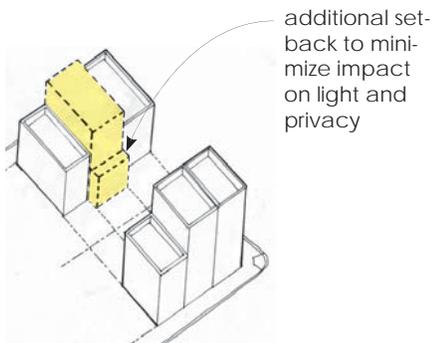
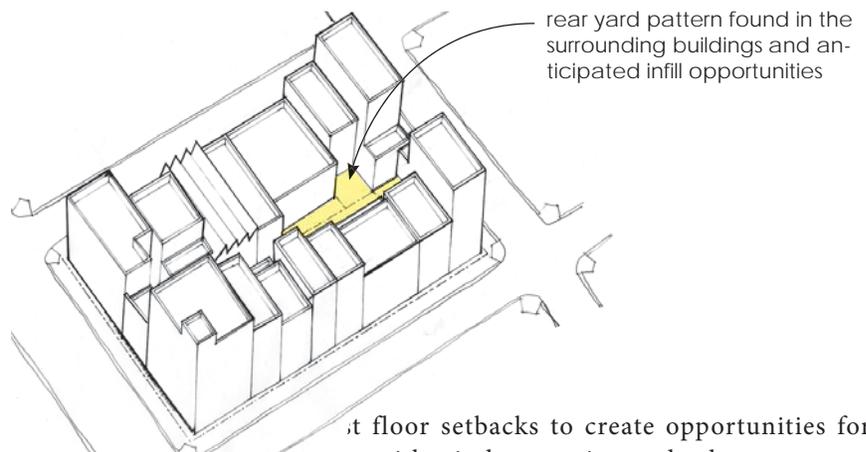
## *Massing*



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

STANDARD: Encourage a continued pattern of existing building side setbacks and design respect in new developments for non-conforming legal property line windows.

### *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 encourage opportunities for at-grade front yard and front setback opportunities in efforts to create permeable landscaping design features.

### *Rear Yards*

STANDARD: Promote an at-grade rear yard pattern found in the lot depth of surrounding buildings and anticipated infill opportunities when the subject property backs onto a designated Residential Enclave District or a Residential Enclave District - Mixed.

STANDARD: Discourage below grade construction that does not provide at least 4 feet of soil depth and landscaping in the required yard area.

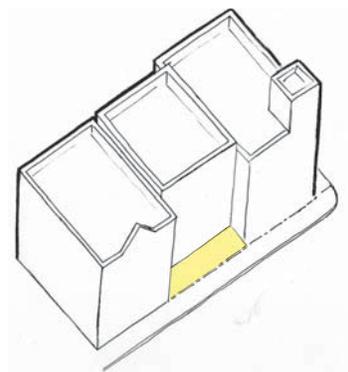
STANDARD: Articulate the building to minimize impacts on light and privacy to adjacent properties.

STANDARD: Design the height and depth of the building to promote the existing or potential opportunities for the creation of mid-block open space.

STANDARD: Where there is not a strong existing pattern of at grade rear yards and rear yard open space on adjacent parcels has been provided in alternatives ways, rear yards may be located to be compatible with pre-existing and adjacent patterns of development.

### *Front Setback*

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 existing front setbacks, encourage building design setbacks to act as a transition between adjacent buildings and to unify the overall streetscape.

### *Sunlight*

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

### *Privacy*

DESIGN PRINCIPLE: Encourage building designs that promote visual accessibility and public realm improvements while assuring necessary privacy 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 adjacent buildings and reinforcing a 50 feet lot width module.





STANDARD: 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 property location, proximity to recognized historic context and surrounding uses.

STANDARD: Architectural detail should reflect the “warehouse” character of the neighborhood regardless of the proposed uses, but use typical residential architectural vocabulary at residential levels is allowed.

## *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 or window related design features to that of existing warehouse style 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 six inches is required above the ground floor and horizontal sliding windows or applied mullions on windows facing the street are discouraged.

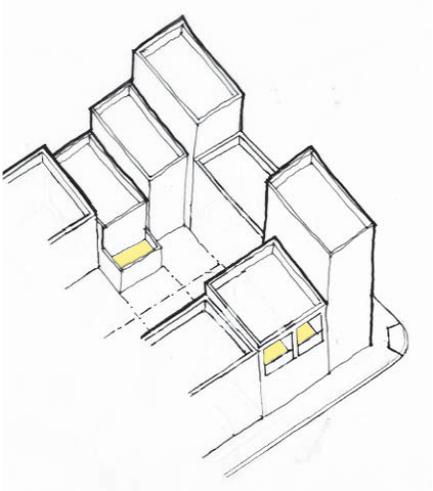


## *Window Material*

STANDARD: Use quality window materials on façades visible from the street that are compatible with surrounding residential buildings (late 20th Century Live-Work buildings should not be included in the consideration of proposed window material)

## *Bay Windows*

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



## *Decks*

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

STANDARD: Balconies are discouraged on the first two floors of a building street frontage.

## *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.

## *Exposed Building Walls*

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

## *Material Detailing*

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

## *Entrances*

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

STANDARD: Design and clearly distinguish residential from non-residential entrances and where appropriate integrate entrance way finding signage programs.

STANDARD: Reduce potential conflicts and confusion of new entrances that respect the existing pattern of building entrances.

## *Garages*

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

STANDARD: Discourage on-street visibility of 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.

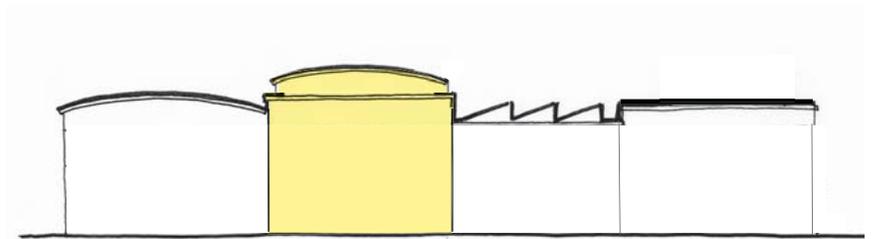
## *Decks*

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.

*The example below shows compatibility with surrounding buildings.*

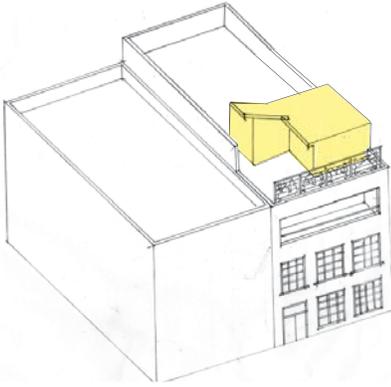


STANDARD: Design rooflines to be compatible with those found on surrounding buildings.

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

### *Stair Penthouses*

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



### *Parapets*

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

### *Windscreens*

STANDARD: Minimize windscreen visual impacts on the building design.

STANDARD: Encourage windscreen designs that maximize light to adjacent buildings.





## 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 RCD zoning controls proposed on 9th and 10th streets, like the NCT-Folsom controls 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 multi-story warehouse historical buildings containing a variety of light manufacturing, distribution centers, design offices and other 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 development 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.

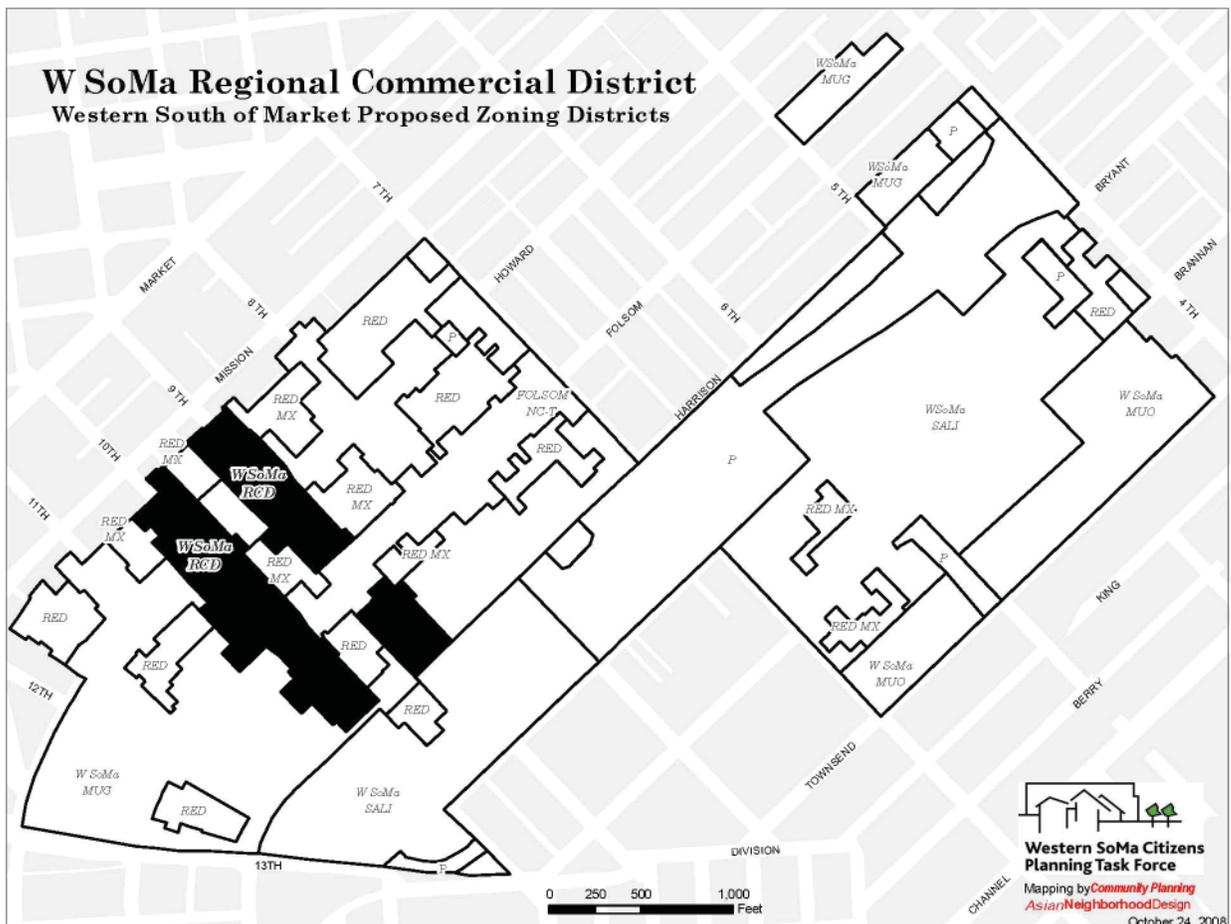
DESIGN PRINCIPLE: Minimize traffic flow conflicts by limiting curb cuts and sensitive location of loading docks.

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 and historic buildings.

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



# Site

## *Neighborhood Character*

Most lots in the RCD districts are larger and have more street frontage than the traditional 25 feet San Francisco lot width. Many existing buildings cover most of the lot area and vary in height from two to four stories. Alleys intersect these large streets providing access to larger commercial warehouse style buildings from alleys. Non-residential buildings are characterized by simple forms and industrial sash windows that provide light deep into the building interior spaces. 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 existing residential character is from the smaller scale wood buildings scattered throughout these districts. 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:** Discourage 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 feet or less.

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



**STANDARD:** Encourage new infill buildings and uses that promote regional serving commercial activities.

### *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 new buildings and their proposed to be compatible with that of the surrounding buildings and minimize potential use conflicts.

### *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.

if outdoor space is provided integrate decks with building design



## Lot Development Patterns

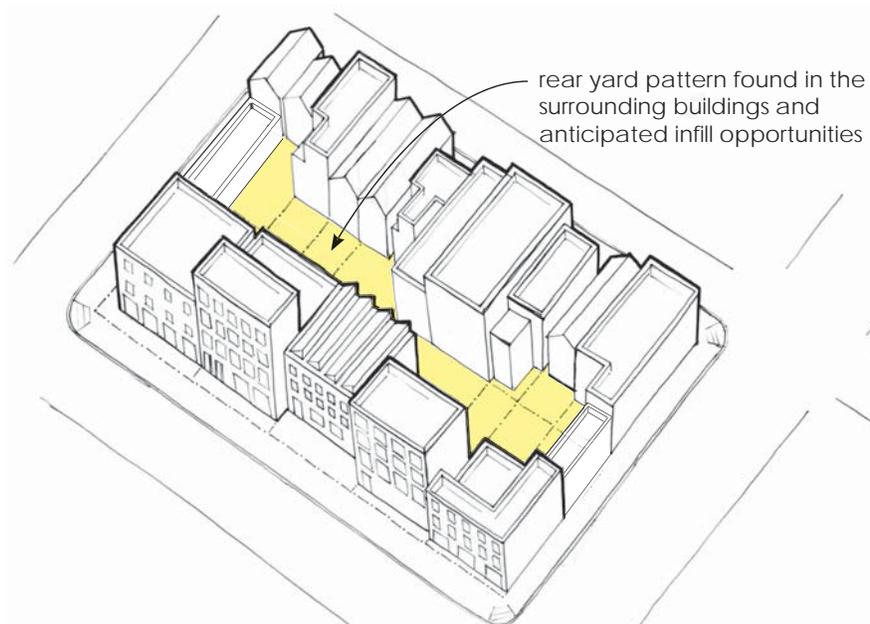
**DESIGN PRINCIPLE:** Promote a strong street-wall pattern that provides a noise and sound buffer for nearby residential uses.

### Rear Yards

**STANDARD:** Promote an at-grade rear yard pattern found in the lot depth of surrounding buildings and anticipated infill opportunities when the subject property backs onto a designated Residential Enclave District or a Residential Enclave District - Mixed.

**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 and the existing or potential for creation of mid-block open space.



**STANDARD:** Where there is not a strong existing pattern of at grade rear yards and rear yard open space on adjacent parcels has been provided in alternatives ways, rear yards may be located to be compatible with pre-existing and adjacent patterns of development.

## Front Setback

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

## Sunlight

STANDARD: Design buildings to maximize solar access in existing and future mid-block rear yard patterns through the use of setbacks, rooflines and placements of rooftop features.



## 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 feet lot width module and the surrounding scale of the area.



STANDARD: Architectural detail should reflect the location, proximity to a recognized historic context and surrounding 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*

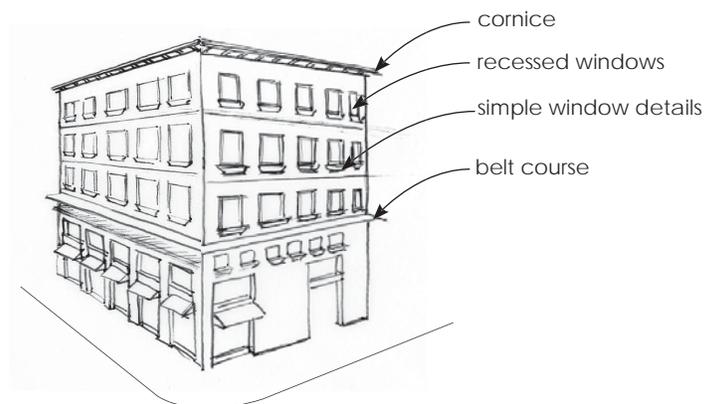
STANDARD: Relate the proportion and size of windows to that of existing buildings in the neighborhood.



## *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 cornices, belt courses, window moldings, or reveals to create shadows and add interest. A minimum window reveal of six inches is encouraged above the ground floor and horizontal sliding windows or applied mullions on windows facing the street are discouraged.



## *Window Material*

STANDARD: Use quality window materials on façades visible from the street that are compatible with surrounding residential or non-residential buildings (late 20th Century Live-Work buildings should not be included in the consideration of proposed window material).

## *Bay Windows*

STANDARD: Due to the existing dominant 20th Century warehouse architectural vocabulary, traditional bay windows should be discouraged for new street frontages. Additional living area may be provided if simple industrial building typology forms are integrated at street façades 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, 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 façades. Avoid using inauthentic materials, in particular those that have the appearance of a thin veneer or attachment, such as EIFs or tilt-up panels.



exposed finished building wall

## *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 building entrances to enhance the connection between the public realm of the street and sidewalk with the private realm of the building.

STANDARD: Design and clearly distinguish residential from non-residential entrances and where appropriate integrate entrance way finding signage programs.

STANDARD: Reduce potential conflicts and confusion of new entrances that 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.

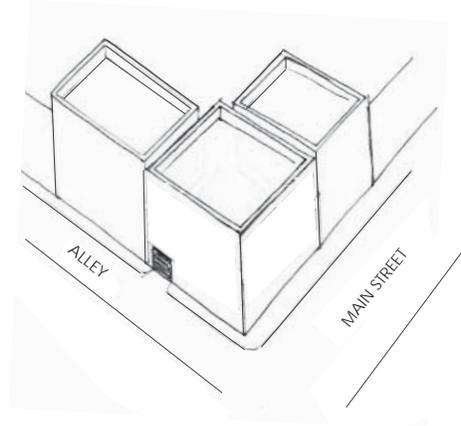
STANDARD: Prohibit light visible on the street from parking areas through garage doors.

## *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.



*Discourage parking entrances from designated residential 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.

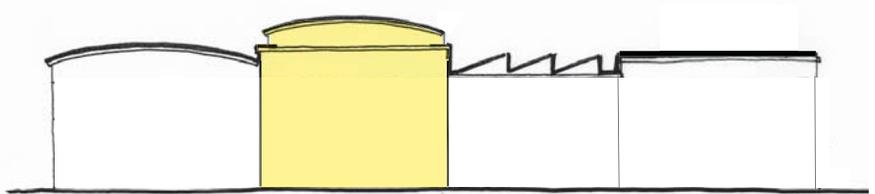
### *Decks*

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.



*The example above shows compatibility with surrounding buildings.*

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

## Stair Penthouses

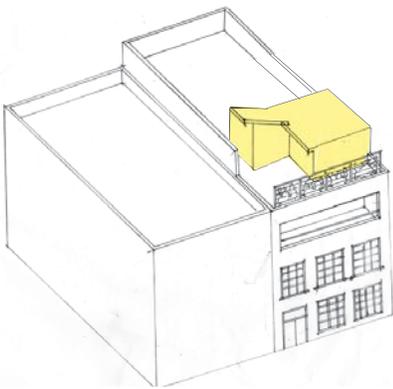
STANDARD: Minimize stair and elevator penthouses visibility from the street.

## Parapets

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

## Windscreens

STANDARD: Encourage windscreen designs that maximize light to adjacent buildings.







## 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*

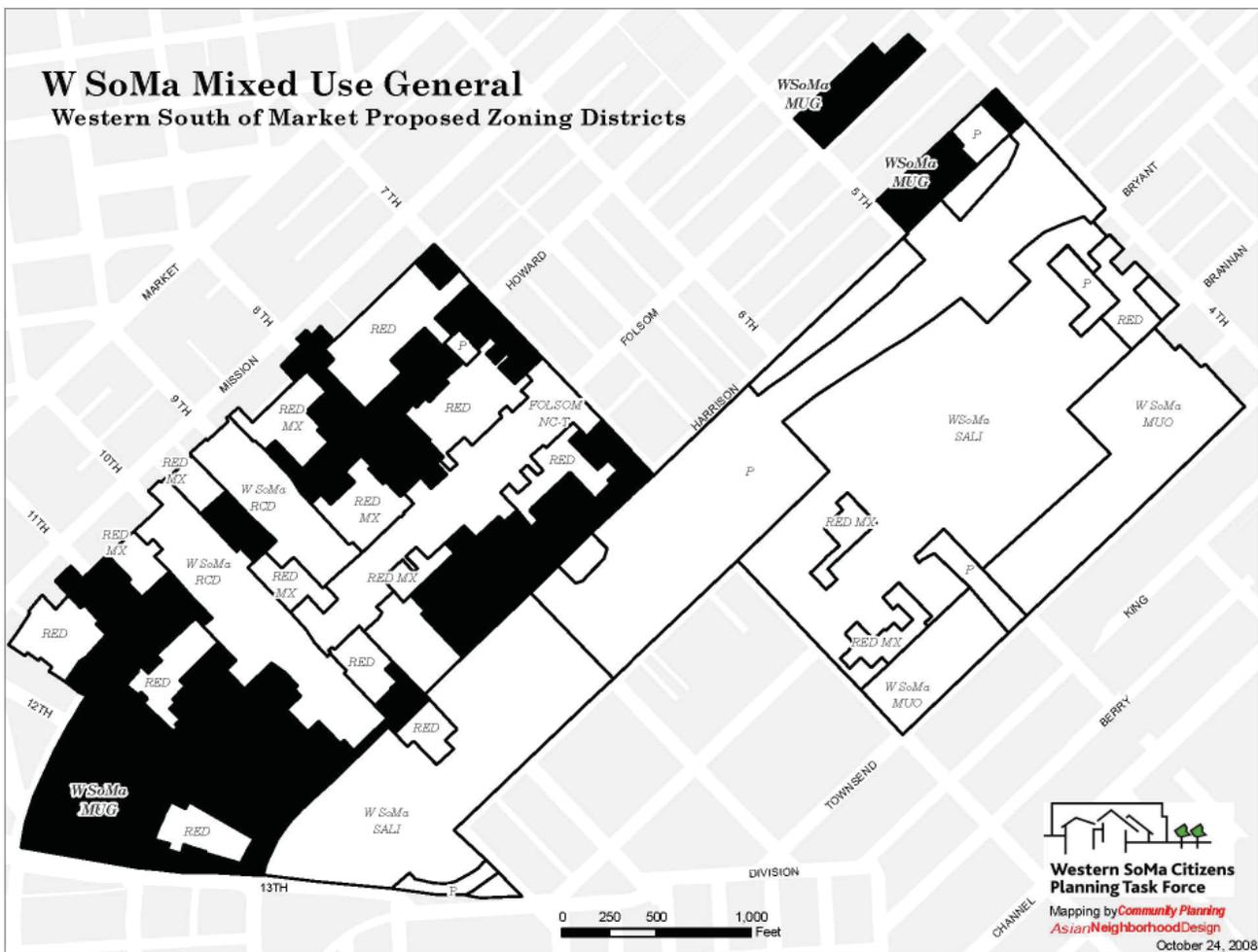
This area is characterized by its wide streets, varied scaled lots with many varied uses. The history of a “mix of uses” throughout the district contributes to the vitality and variety of the neighborhood. “Mix of Uses” refers to a collection of individual buildings each accommodating a single use, coexisting with each other. 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 foot wide residential “flat” buildings, interspersed with two and three-story, 100 foot long or more warehouse and 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.

GOAL: The historic mix of uses throughout the South of Market adds vitality and a pattern of smart transit oriented development that should be enhanced and built upon throughout the Mixed Use General (MUG) Zoning District.

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 expressions found throughout the South of Market.

### *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.

STANDARD: Encourage the preservation of small scale residential buildings and lots.

### *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.

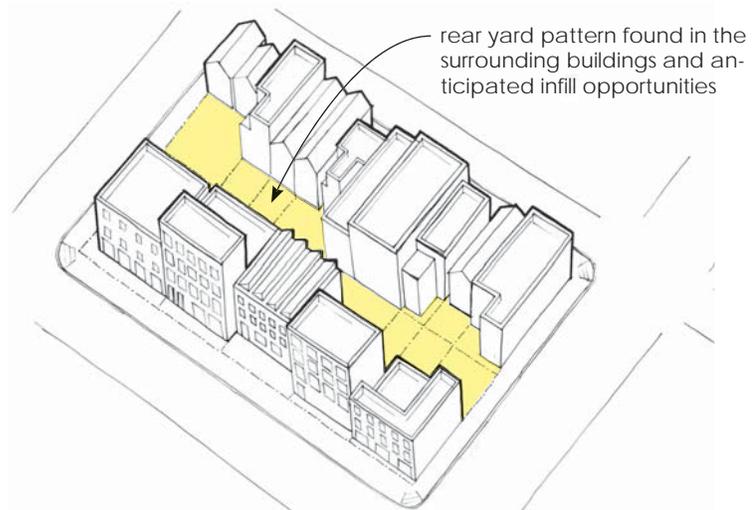
STANDARD: New development should epitomize the best in contemporary architecture, but should do so with full awareness of, and respect for, the height, mass, articulation, historic context and materials of the best of the older buildings that surrounds them.

### *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:** Promote an at-grade rear yard pattern found in the lot depth of surrounding buildings and anticipated infill opportunities when the subject property backs onto a designated Residential Enclave District or a Residential Enclave District - Mixed.

**STANDARD:** Discourage below grade construction that does not provide at least 4 feet of soil depth and landscaping in the required yard area.



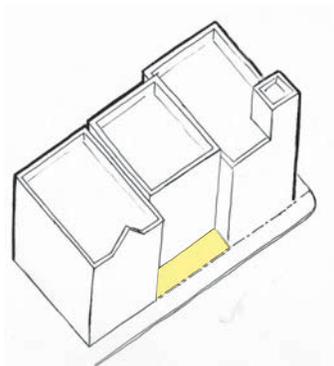
**STANDARD:** Articulate the building to minimize impacts on light and privacy to adjacent properties.

**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: 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.

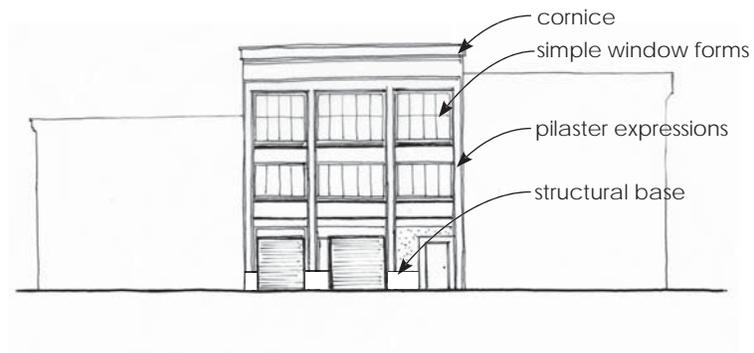
DESIGN PRINCIPLE: Design using simple forms and patterns. Discourage the introduction of a residential architectural vocabulary into commercially dominant clusters of buildings.

STANDARD: Design the placement and scale of architectural details to be compatible with the building, reinforcing the 50 feet 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 or window related design features to that of existing warehouse style 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.

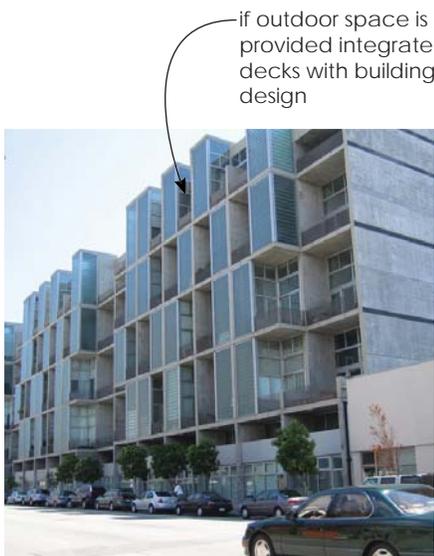
STANDARD: If appropriate to surrounding architecture, include three-dimensional window detailing, such as window moldings, or reveals to create shadows and add interest. A minimum window reveal of six inches is required above the ground floor, sliding windows or applied mullions on windows facing the street are discouraged.

## Window Material

STANDARD: Use quality window materials on façades visible from the street that are compatible with surrounding residential or non-residential buildings (late 20th Century Live-Work buildings should not be included in the consideration of proposed window material).

## Bay Windows

STANDARD: Due to the existing dominant 20th Century warehouse architectural vocabulary, new bay windows should be discouraged on large street frontages other than alleys. 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, 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 façades. Avoid using inauthentic materials, in particular those that have the appearance of a thin veneer or attachment, such as EIFs or tilt-up panels.

## *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 building entrances to enhance the connection between the public realm of the street and sidewalk with the private realm of the building.

**STANDARD:** Design and clearly distinguish residential from non-residential entrances and where appropriate integrate entrance way finding signage programs.

**STANDARD:** Reduce potential conflicts and confusion of new entrances that respect the existing pattern of building entrances.



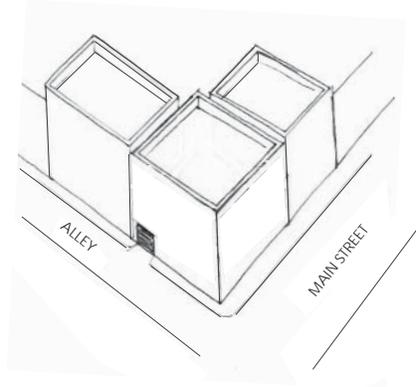


## Garages

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.



*Discourage parking entrances from designated residential alleys.*

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

## 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” façades 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*

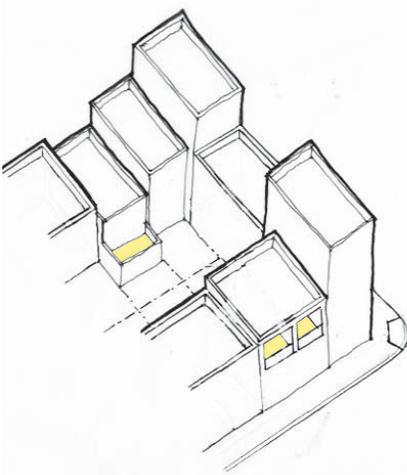
DESIGN PRINCIPLE: Use architectural details to establish and define a building character and to visually unify a neighborhood.

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

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

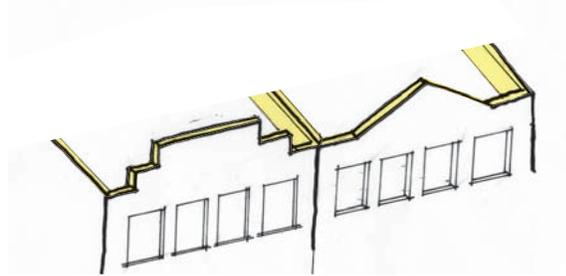
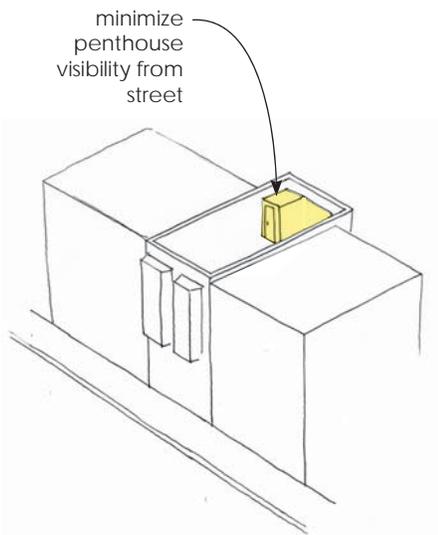
### *Stair Penthouses*

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.



## Design Standards for Service Arts Light Industrial Areas

The current Service/Light Industrial (SLI) District is one of the zoning districts developed in the 1990 South of Market Plan Area. It was 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 feet 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 feet with flexibility to increase to 55 feet when the proposed building dedicates one full floor, with 15 feet 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

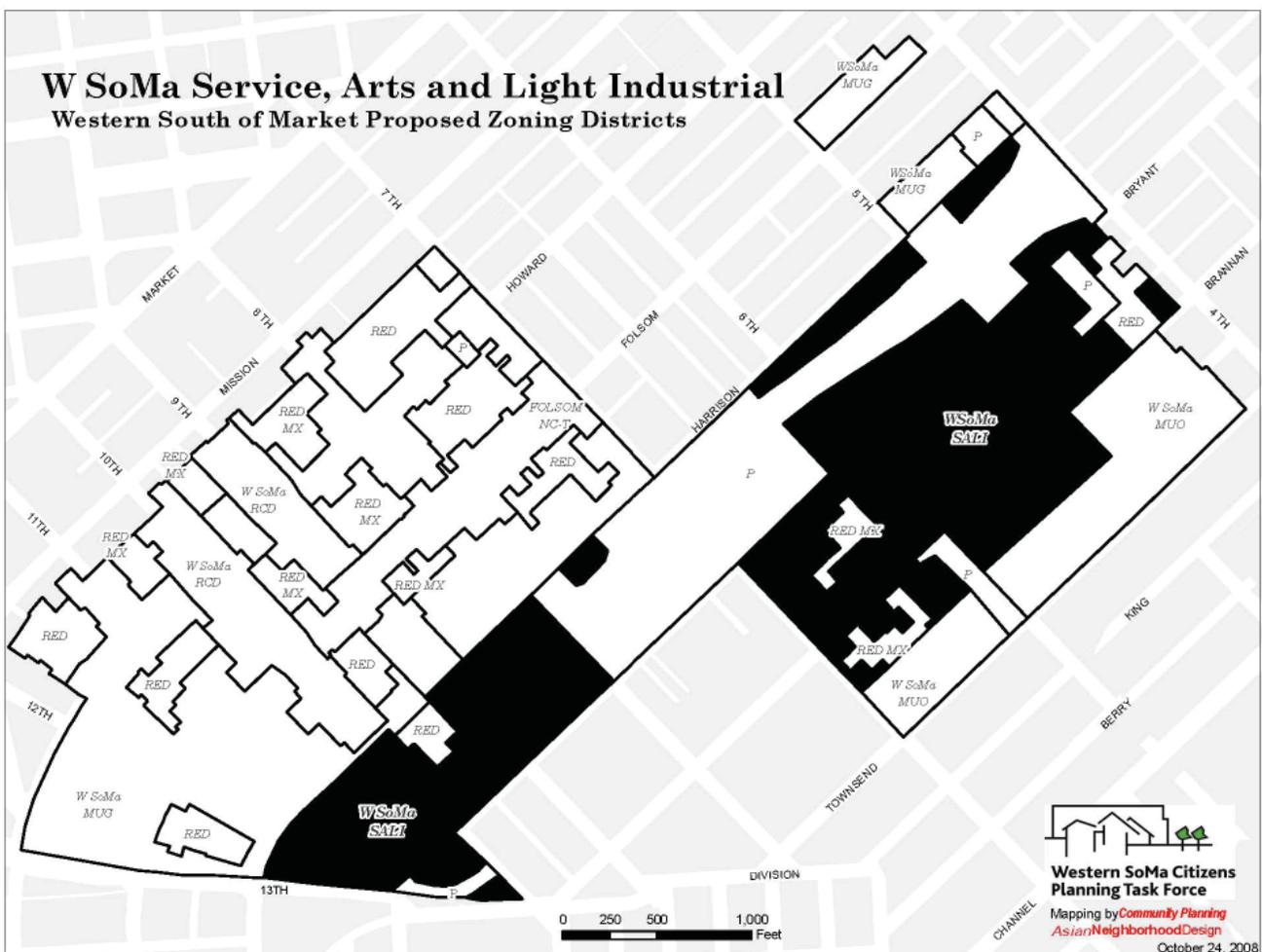
businesses and light industrial opportunities.

DESIGN PRINCIPLE: Develop proposed 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: Discourage 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. The area around the Hall of Justice and its support uses, includes 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*

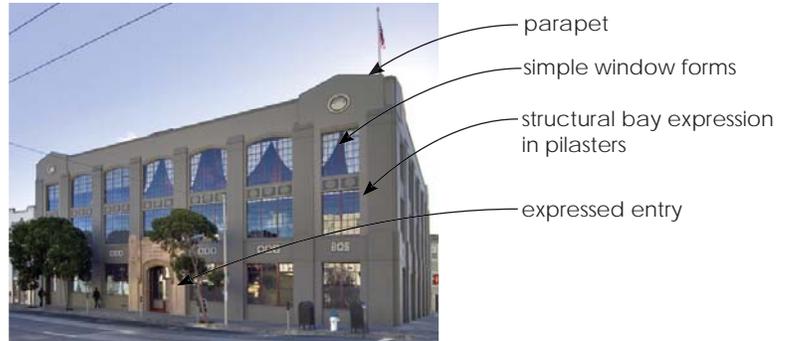
DESIGN PRINCIPLE: Provide new building scale and form that is compatible with surrounding buildings and mix of uses as a means of enhancing neighborhood light industrial and warehouse character.

## *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.

## *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 visual accessibility from the public realm and assures necessary privacy of building users 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 and the surrounding area and its uses.

## *Window and Fenestration*

STANDARD: Strongly discourage projecting bay windows.



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 or window related design features to that of existing building styles 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 six inches is required above the ground floor, sliding windows or applied mullions on windows facing the street are discouraged.



### *Window Material*

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

### *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: 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 façades. Avoid using inauthentic materials, in particular those that have the appearance of a thin veneer or attachment, such as EIFs or tilt-up panels.

## *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 appropriate signage programs.

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

## *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.

## **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*

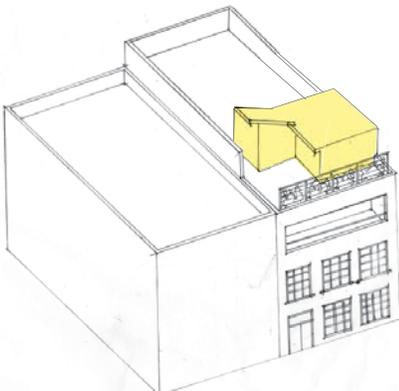
STANDARD: Prohibit projecting deck and balconies on all frontages visible from public streets.

## *Rooflines*

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

## *Rooftop Features*

STANDARD: Sensitive 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.

.



## 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.

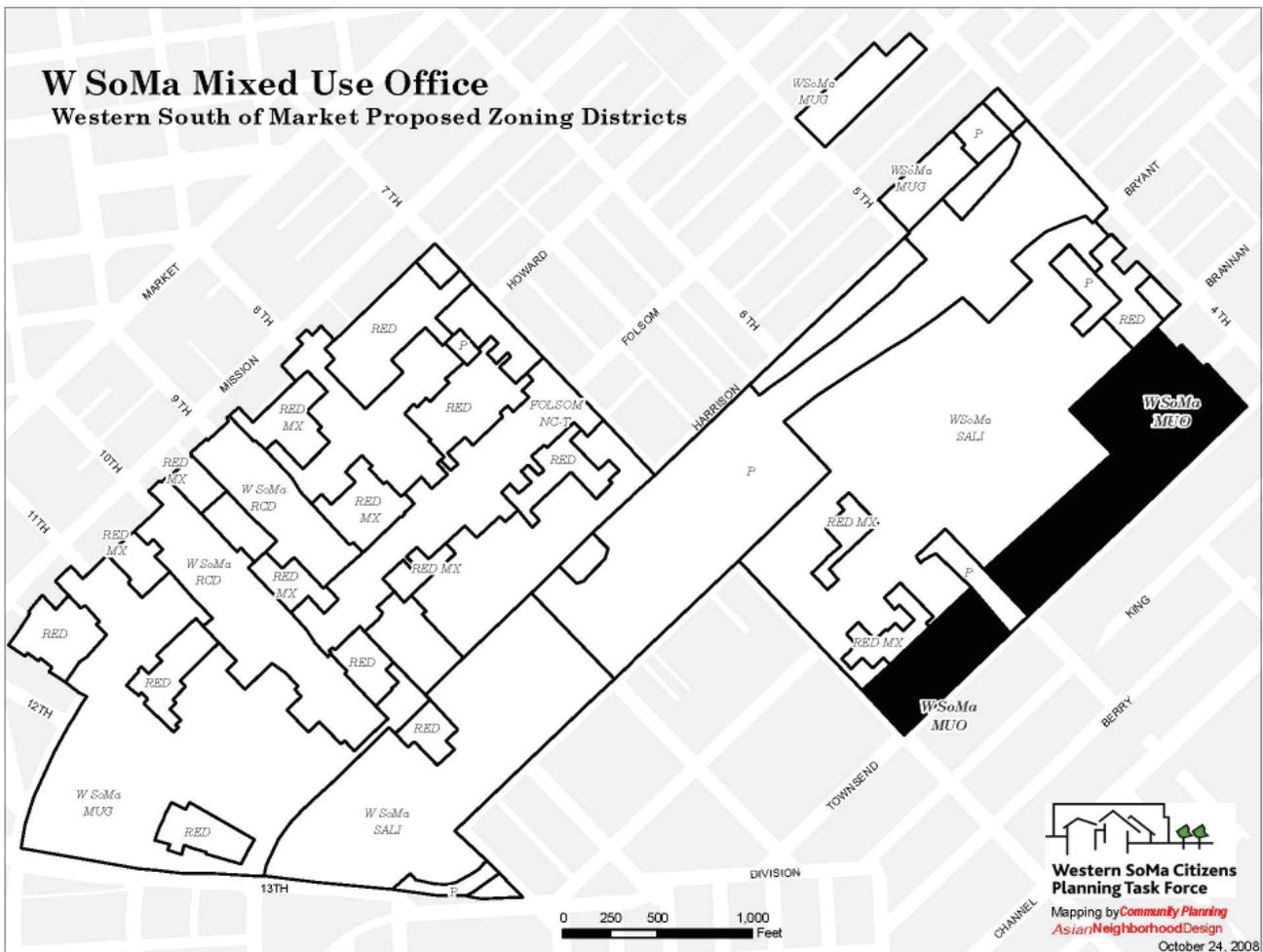
GOAL: Promote a design that reflects its use as an office corridor with special emphasis on creative high tech office users and buildings along Townsend Street.

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

DESIGN PRINCIPLE: Develop 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: Discourage 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 façades 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 use and questionable bicycle safety.

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.

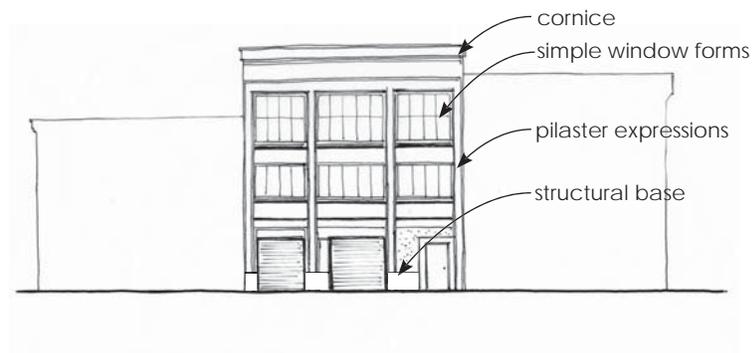
### *Massing*

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 to adjacent properties.

STANDARD: Provide building designs that promote visual accessibility for pedestrians from public realm and also assure necessary privacy for building users from the public realm.

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



## **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: Strongly discourage projecting deck and balconies on all frontages visible from public streets.



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 of 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 six inches is required above the ground floor, sliding windows or applied mullions on windows facing the street are discouraged.

### *Window Material*

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

### *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.

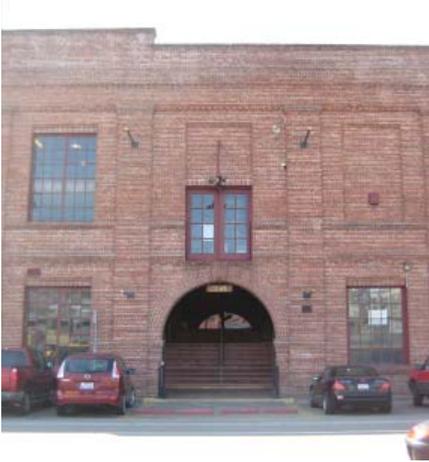
### *Material Detailing*

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.

### *Rooflines*

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

### *Rooftop Features*

STANDARD: Sensitive 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 additional height allowed above the base height. 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 within the site responding to specific surrounding 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 immediately surrounding uses and architecture.

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

**DESIGN PRINCIPLE:** Adaptive reuse of existing buildings is encouraged whenever possible.

DESIGN PRINCIPLE: Architectural styles and building materials should be representative of the existing commercial and residential architectural qualities found in the Western SoMa.

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

DESIGN PRINCIPLE: To the greatest extent possible, projects should provide neighborhood amenities such as commercial space and publicly accessible open space.

DESIGN PRINCIPLE: On sites of an acre or more, the project design should promote opportunities for public access to walk through the site.

DESIGN PRINCIPLE: Project design should create a mix of uses found in the surrounding neighborhood and create on site use buffers for potential incompatible uses found in adjacent structures.

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

## *Scale*

DESIGN PRINCIPLE: The potential height increases, over the base heights, on these larger development sites are provided to promote design flexibility and results in an overall site plan that relates the height and scale of new buildings 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 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 modulated at regular intervals that relate to the surrounding context but should be no greater than 100 feet on large streets and 25 feet on alleys.

## *Lot Development Patterns*

One of the metaphors used by the architects, urban designers and planners who contributed to these design standards for the larger neighborhood development lots was the following. A developer should consider a new development pattern that takes use and design elements of the surrounding neighborhood, put them in a blender and pour them out into the design of site plan.

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

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

STANDARD: Locate commercial entrances on larger streets and primary residential entrances away from street corners.

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 the public feels welcomed. Alley traffic should be controlled and remain slow and not be used as a shortcut to larger streets.

STANDARD: Where vehicular alleys won't work due to street traffic, provide a 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*

Limiting front setbacks for non-residential buildings helps ensure ground floors are activated and provide an enjoyable pedestrian experience, unless designed as publically accessible open space.

DESIGN PRINCIPLE: Where a project faces an 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.

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 transitions 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.

## *Other Amenities*

DESIGN PRINCIPLE: Large sites should provide community spaces meeting needs of youth and families that are also unique to the specific location, social history and culture of the vicinity.

STANDARD: Design to include design features, spaces and acknowledgements to the LGBTQ, Filipino and other potentially appropriate and formally recognized social heritage communities.

STANDARD: Design should to the greatest extent possible incorporate spaces that serve the arts community, childcare needs and public education of the neighborhood history.



## Design Standards for Alterations to Buildings of Historic Merit

The Western SoMa Special Use District (SUD) is a zoning district that possesses a number of unique design, populations and neighborhood characteristics. These Design Standards supplement and support the policy direction set forth in the Western SoMa Area Plan. Additionally, these guidelines are to be used alongside and in conjunction with the Design Standards developed for the specific zoning districts within the Area Plan.

As noted previously, the Western SoMa Light Industrial and Residential Historic District is eligible for listing in the National Register of Historic Places. To date, this eligible historic district has not been designated in any local, state or national historical register.

### *Purpose*

These guidelines are intended to maintain the integrity of the eligible historic district and provide guidance for projects proposed within the district boundaries. The guidelines contained herein are intended to accomplish the following:

- Provide guidance to Department staff, property owners and design professionals for new buildings and remodeling existing structures.
- Ensure that new development is compatible with its surrounding neighborhood.
- Establish a high level of design quality.
- Reinforce the special qualities of the area's visual and aesthetic character.
- Streamline the development review process by clearly communicating community expectations to property owners and developers.



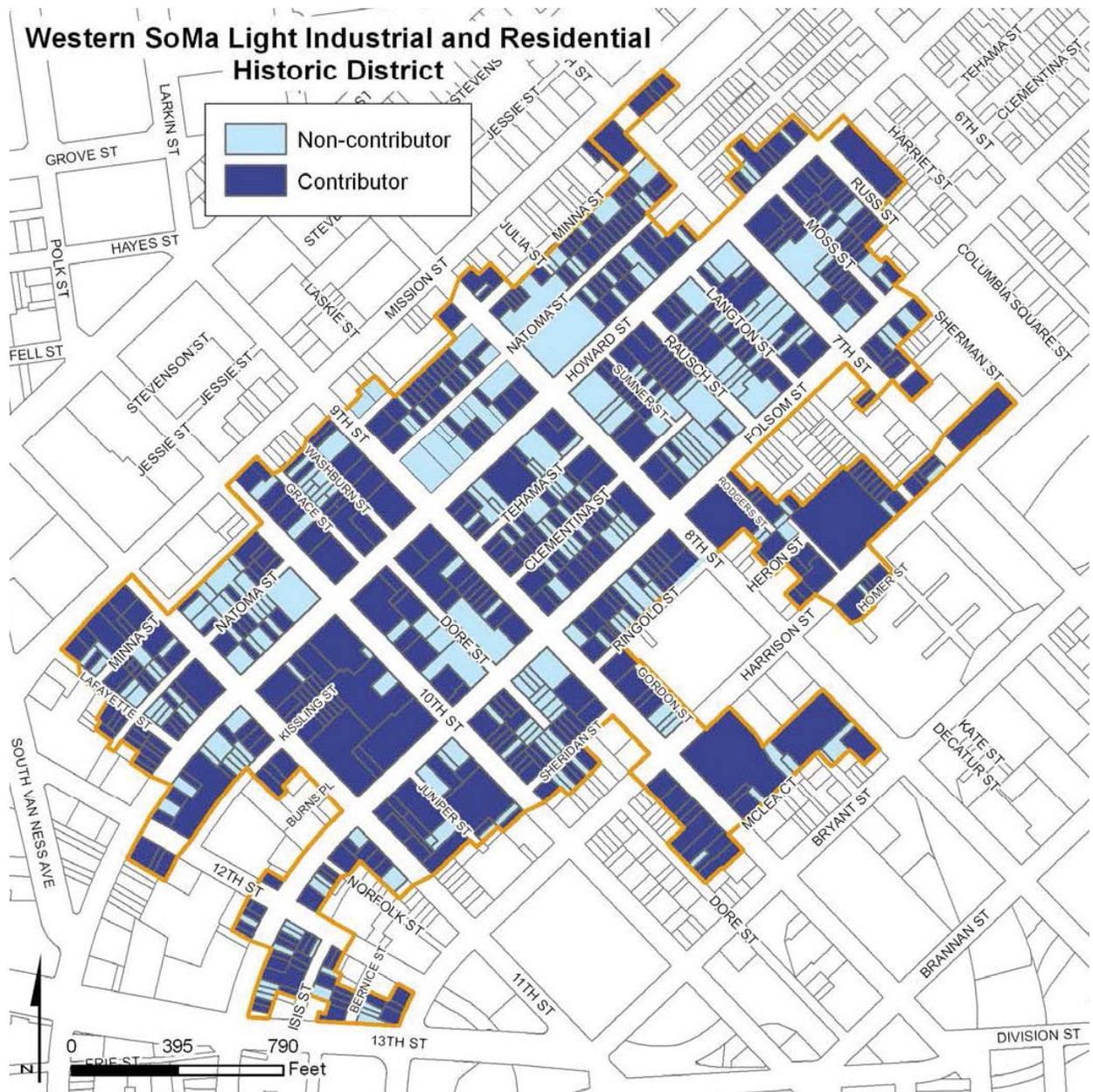
These Design Standards are one component of the Western SoMa Design Standards and should be viewed in conjunction with the other plan elements and city Design Standards (such as Better Streets Plan, Guide to Green Landscaping Ordinance, etc.). The criteria outlined in these guidelines have been specifically developed for alterations and infill construction to historic buildings within this area. At times, these guidelines may be more prescriptive than the other design standards. When there are conflicting guidelines, the more restrictive standards will apply to historic buildings.

## ***Background***

In February 2011, the Historic Preservation Commission (“HPC”) adopted the South of Market Historic Resource Survey and recognized the Western SoMa Light Industrial and Residential Historic District as eligible for listing in the National Register of Historic Places (National Register). As stated in the District Record:

The Western SoMa Light Industrial and Residential Historic District developed primarily between the years 1906 and ca. 1936, and consists of a group of resources that are cohesive in regard to scale, building typology, materials, architectural style, and relationship to the street. Contributors to the Western SoMa Light Industrial and Residential Historic District are mostly light industrial and residential properties, with some commercial properties. The Historic District is significant under Criterion A (Events) as a representation of a noteworthy trend in development patterns and the establishment of ethnic groups in San Francisco. It is also significant under National Register Criterion C (Design/Construction) as a representation of a group of properties that embody the distinctive characteristics of a type, period, or method of construction, and as a representation of a significant and distinguishable entity whose components may lack individual distinction.

Within the established period of significance, 1906 and 1936, the most pronounced periods of construction occurred from 1906-1913 and 1920-1927. There are 345 non-contributing buildings located within the Western SoMa Light Industrial and Residential Historic District. Of those, 116 were constructed during the period of significance, but are non-contributing due to poor physical integrity. Nevertheless, those buildings generally retain their original scale, massing, and function, thus lending a more cohesive character to the neighborhood than the contributing buildings alone could produce. In addition, 162 buildings were constructed after the period of significance, and 67 properties contain vacant lots or parking lots.



In addition to this historic district, the Historic Preservation Commission recognized a number of the individually significant historic buildings, which are located within the district boundaries. Information on this historic district is available on the Planning Department's website under Historic Preservation.

# HOW TO USE THESE STANDARDS

## ***Basis: Secretary of the Interior’s Standards for Rehabilitation***

These Design Standards are based on the Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (Secretary’s Standards). The Secretary’s Standards provide guidance for working with historic properties. The Secretary’s Standards are used by Federal agencies and have been adopted by the Historic Preservation Commission to evaluate proposed rehabilitative work on historic properties. The Secretary’s Standards are a useful analytic tool for understanding and describing the potential impacts of substantial changes to historic resources.

The Secretary’s Standards offers four sets of standards to guide the treatment of historic properties: Preservation, Rehabilitation, Restoration, and Reconstruction. Typically, one set of standards is chosen to evaluate a proposed project. The Secretary of the Interior’s Standards for Rehabilitation (Rehabilitation Standards) provide the broadest treatment option for projects that may occur within the Western SoMa Light Industrial and Residential Historic District.

“Rehabilitation” is defined as “the process of returning a property to a state of utility, through repair or alteration, which makes possible an efficient contemporary use while preserving those portions and features of the property which are significant to its historic, architectural, and cultural values.”

The Standards for Rehabilitation are defined by the National Park Service as follows:

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 archeological 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.

The Standards for Rehabilitation “...acknowledge the need to alter or add to a historic building to meet continuing new uses while retaining the building’s historic character.” The Standards are to be applied to specific rehabilitation projects in a reasonable manner, taking into consideration economic and technical feasibility.

### *Use of Standards*

These Design Standards will be used by Planning Department staff, Historic Preservation Commission, and Planning Commission in evaluating changes to existing buildings and for new construction within the boundaries of the Western SoMa Light Industrial and Residential Historic District. They are applicable to all proposals within the Western SoMa Light Industrial and Residential Historic

District that require a building permit except for parcels owned by the City and County of San Francisco.

These preservation related Design Standards are divided into three sections and two chapters:

- Design Standards for Façade Alterations
- Design Standards for Additions to Historic Properties
- Design Standards for New Infill Construction (next chapter)

These guidelines are organized by proposed project treatments (façade alterations, additions or new construction), as opposed to zoning district (as is similar to the rest of the Western SoMa Design Standards). In addition to the aforementioned treatments, these guidelines offer policy directive towards demolition within the eligible historic district.

### *Applicability*

These three guidelines apply to the individually-significant and contributing resources within the historic district, as defined by the DPR 523D (District Record) form for the Western SoMa Light Industrial and Residential Historic District (dated March 31, 2009; revised October 18, 2010).

For non-contributing resources within the historic district, refer to the Design Standards for New Infill Construction.

### *Minimum Requirements*

Prior to use of these guidelines, an applicant should review the following information:

- DPR 523D (District Record) Form, Western SoMa Light Industrial and Residential Historic District (May 9, 2009; revised October 18, 2010)
- Secretary of the Interior's Standards for the Treatment of Historic Properties

All of this information is available in the Historic Preservation tab on the Planning Department's website at: <http://www.sfplanning.org>

Prior to submittal of a building permit application or entitlement document, it is important to define a property's historic status and understand its historic significance and integrity. Once a property's historic status has been determined, it is important to define its character-defining features. The DPR 523D (District Record) form for the Western SoMa Light Industrial and Residential Historic District outlines the significance of the contributing properties and their character-defining features of the eligible district.

As defined by the National Park Service, character-defining features are defined as the essential physical features that define both why a property is significant and when it was significant. They are features without which a property can no longer be identified as, for instance, a late 19th century residence or an early 20th industrial property.

### *Helpful Hints for Submittals*

Prior to submittal of a proposed project, Planning Department staff recommends the following tips:

- Review the subject block and surrounding neighborhood to determine if the character of the block is residential or light industrial/commercial or mixed.
- Verify if the subject property is a contributing resource or non-contributing resource to the historic district, or if it is located adjacent to or outside of the district boundaries (See DPR 523D (District Record) Form for the Western SoMa Light Industrial and Residential Historic District in Appendix).
- Review preliminary plans and designs with Planning Department staff to identify any special problems or concerns before committing large amounts of time and fund in the preparation of application drawings and materials.
- Meet with adjacent neighbors and neighborhood groups to the proposed design to identify and discuss concerns or issues. Neighborhood support is important, but does not guarantee approval from the Planning Department, Planning Commission, or Historic Preservation Commission.
- Submit photographs, visual simulations, or other documentation related to an existing property and other nearby or similar properties within the district boundaries.
- Submit visual analyses that illustrate the relative visibility of a proposed project, in particular new additions and new construction. Sightline cross-sections and perspective drawings illustrating the proportionality and scale, as well as the visible extent of the addition from prescribed locations are encouraged.

## APPLICABLE CONCEPTS

For all three Design Standards provided herein, the following concepts shall apply for all project types, including façade alterations, additions and new construction:

### *Preserve Character-Defining Features*

Façade alterations should retain and protect the character-defining features of the façade. The removal of character-defining features is discouraged.

### *Avoid False Historicism*

The design of the new features and additions should respect and be compatible with the historic and architectural characteristics associated with the subject property and the surrounding district without replicating historic styles or elements that will result in creating a false sense of history.

### *Design New Work to be Compatible Yet Differentiated*

- a. The design of the new features and additions should be designed to be compatible, yet differentiated, with the subject property and the surrounding historic district.
- b. The new work should reference the massing, size, scale, and architectural features of the district. Due to the varied character of the district, a project should be sensitive to the residential or light industrial character of the building and immediate neighborhood.

#### *Example*

For an addition to a brick masonry property, bricks may be used in a different size or color or laid in a different pattern than the original construction.

#### *Example*

For the inserting of new window openings on a contributing resource, the window sash may be similar in size and material but be slightly different in exterior profile so that it can be differentiated from historic sash.

## *Preserve Unique Examples of Craftsmanship*

New work should retain and protect unique examples of craftsmanship. A building may be significant for its construction techniques and building materials, and not necessary for its ornamentation or overall design.

### *Example*

Examples of unique craftsmanship within the district include, but are not limited to, cast iron features, unique brickwork, rare structural designs, or rare building materials.

## *Repair Over Replace*

New work should repair historic features rather than replace them to the extent possible.

### *Example*

Chipped or broken terra cotta panel should be repaired rather than removed or replaced.

## *Focus Upon Altered Areas*

- a. New work should focus upon areas of a contributing resource that have been altered after the district's period of significance and that do not possess historic significance.
- b. For areas of a contributing resource previously altered, new work should seek to reinforce the building's contribution to the surrounding historic district by restoring missing or heavily altered historic features.

## *Encourage Adaptive Reuse*

Encourage the adaptive reuse of contributing resources. "Adaptive reuse" is the process of adapting old structures for purposes other than those initially intended. Adaptive reuse of historic buildings is to prolong the useful life of a building by retaining its character-defining features; all or most of the structural system; and as much as possible of other elements, such as cladding, glass, and interior partitions.

## *Avoid Facadism*

Retention of only the primary façade of historic properties is discouraged. Facadism is defined as the demolition of an entire building except for

the primary façade or exterior walls. Facadism is not consistent with the Secretary's Standards, because the resulting building is not an authentic historic building.

### *Demolition: Contributing Resources*

Demolition of contributing resources to the historic district is discouraged. For this district, demolition is defined as one of the following:

- \* Removal of more than 25 percent of the surface of all external walls facing a public street(s); or
- \* Removal of more than 50 percent of all external walls from their function as all external walls; or
- \* Removal of more than 25 percent of external walls from function as either external or internal walls; or
- \* Removal of more than 75 percent of the building's existing internal structural framework or floor plates unless the City determines that such removal is the only feasible means to meet the standards for seismic load and forces of the latest adopted version of the San Francisco Building Code and the State Historical Building Code.

For projects involving the demolition of contributing resources, the Planning Department will assess the impact of the demolition and the proposed project upon the historic district.

### *Demolition: Non-Contributing Resources*

- a. Non-Contributing Resources may be demolished, in order to enhance the integrity and character of the historic district.
- b. New Construction is encouraged to follow the Design Standards for Infill Construction and Non-Contributing Resources (see below).

### *Encourage New Work to Comply with Current Sustainability Guidelines*

- a. Encourage new work to reference the Secretary of the Interior's Standards for Rehabilitation and Illustrated Guidelines on Sustainability for Rehabilitating Historic Buildings.
- b. Encourage projects to 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.

In detail, all projects should strive for the following goals:

- A minimum of 80 percent of the ‘clean’ demolition material and/or construction debris should be recycled and reused onsite.
- 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.
- For renovations to interior spaces, 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 should be used.
- 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.
- For projects involving new construction, Energy Star or equivalent efficiency appliances and equipment, including low water-use washing machines and dishwashers, should be installed in new residential units to reduce electric energy use.
- Roof designs should accommodate devices for the collection and storage of stormwater runoff.
- Water retention on each development site, or cooperatively across several sites undergoing development at once, must reach the following requirements:
  - \* No storm water discharge onsite
  - \* Capacity to retain and hold water on site for the 5 year storm
  - \* Include a separate storm water 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).
- 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.

# DESIGN STANDARDS FOR FAÇADE ALTERATIONS

These Design Standards are applicable for projects involving alterations to the exterior façade, which may include, but are not limited to, interior alterations, inserting of new garage openings, inserting new window openings, window replacement, or regular maintenance/repair. These guidelines do not involve the expansion of an existing building, but may be used in conjunction with the Design Standards for Additions to Historic Properties, and/or the Design Standards for Infill Construction.

In general, these guidelines are organized by project proposal and/or façade elements.

## *Decorative/Ornamental Features*

- All applied decorative or ornamental features that date to the period of significance should be retained in place and preserved/rehabilitated to the extent possible.

## *Inserting New Window and Door Openings*

- New window and door openings should be designed to be compatible with the size, rhythm and alignment of the historic building.

## *Repair/Rehabilitation of Existing Windows*

- When historic windows exist, they should be repaired when possible.
- For heavily deteriorated windows, selection of the replacement windows must be guided by Rehabilitation Standard 6. Design, visual qualities, and materials are specific criteria provided by the Standard that are pertinent to evaluating the match of a replacement window.

## *Window Replacement*

### Additional Required Information

- Documentation of deteriorated windows will be required for window replacement, i.e. photographs or information from a window subcontractor.

### *General Guidelines for Window Replacement*

- The appearance of the replacement windows must be consistent with the general characteristics of a historic window of the type and period, but need not replicate the missing historic window. In many cases, this may be accomplished using substitute materials. If a substitute material is proposed. The new windows should match all the significant characteristics of a historic window, in actuality, finish, profiles, dimensions and details.

- The general type of window – industrial steel, wood double-hung, etc. – that is appropriate can usually be determined from the proportions of the openings, and the period and historic function of the building.
- Replacement windows for missing or non-historic windows must be compatible with the historic appearance and character of the building. Replacement windows may be based on physical or photographic documentation, if available.
- Replacement of missing or non-historic windows must be located within the original window openings and must be compatible with the overall historic character of the building.
- Vinyl windows often have joints and tracks that can make them look very different from a painted wood window and are discouraged.
- The depth of the sash in a double-hung window, or its thickness, affects the depth of the offset at the meeting rail of a hung window. This depth is perceived through the shadow that it creates..
- The clarity and reflectivity of standard clear window glass are significant characteristics of most windows. Reflective, tinted, or colored glass is discouraged.

### *Additional Guidelines for Industrial-Sash Windows*

- Muntins reproduced as simulated divided lights – consisting of a three-dimensional exterior grid, between-the-glass spacers, and an interior grid – may provide an adequate match when the dimensions and profile of the exterior grid are equivalent to the historic muntin and the grid is permanently affixed to the glass.

### *Adding Garage Openings*

For projects involving the insertion or removal of parking, loading dock and garages openings:

- Maintain the prominence of historic garage and door openings at street level of buildings.
- The introduction of new garage openings should be designed to have the least impact on the character-defining features of a building.
- Avoid raising a building due to its impact upon the street and surrounding neighborhood. Raising a building alters the relationship of a building to the street.
- Avoid removing a bay window or portions of the interior living spaces within a building.
- If a new security gate is necessary, place it on the interior or in a recessed soffit rather than the exterior to reduce its impact on the form of the building.

### *Additional Guidelines for Loading Docks*

- If a loading dock is no longer needed, consider retaining the historic door, but keeping it in a fixed position.

### *Example*

Commercial or industrial buildings may have loading docks that are no longer needed. If there is no historic door, an applicant may consider use of a garage door-styled storefront assembly.

## *Exterior Façade Treatment/Finish*

- New work on the exterior façade should respect original cladding materials. For example, new work should maintain and/or repair original wood siding, stucco, concrete or terracotta tile finishes.
- New cladding materials should be compatible with the subject property. For example, light industrial properties often featured concrete finishes, while residential properties often featured horizontal wood siding or stucco finishes.
- If a historic brick façade exists, new work shall not add a painted finish or other exterior treatment to historic brick, which may detract from the character of the original brick.
- Sandblasting or other severe exterior treatments that may damage historic brick or masonry are not permitted.

## *Signage*

- Avoid placing mounting points for signage in historic brick or terracotta. Instead mount within the mortar joints so as to not damage the historic materials.
- The use of individual letters for signage is encouraged; cabinet signs are discouraged, due to their impact upon the district's historic character.

## *Storefronts*

- Historic storefronts, including original wood-sash or metal transoms, bulkheads and doors, should be repaired and/or rehabilitated to the extent possible.
- New storefronts should be based on the typical configuration of the historic storefronts and incorporate solid bulkheads, display windows, transoms and recessed entrances.
- New storefronts should be designed to harmonize with the building's bay rhythm as well as with the shape, size and proportions of the openings.
- A corner pier is an important architectural feature for corner buildings and should be retained or incorporated into new storefront designs.

- Historic storefronts did not contain setbacks or recessed arcades – they were constructed to meet the façade of the building. Entrances are the exceptions and were often recessed.

### ***Additional Guidelines for Inserting New Storefront Openings or Converting Existing Windows***

- New storefront openings should match the general rhythm, size and scale as other openings on the façade, and should align to the overall orientation and/or bay configuration of the building.
- Impacts to character-defining features for new storefront openings are discouraged and should be minimized.
- New storefronts may be of contemporary materials, as long as the proportion, size and scale is in keeping with the district’s historic character and does not detract from the overall character-defining features of the subject building or the district.

#### ***Example***

Lowering the sill of an existing window opening....Using a storefront system that’s compatible with the metal divided light windows on a property...Inserting a recessed entry....

#### ***Utility Panels***

- Ensure placement of utility panels on the side or rear facades. These utility panels should be minimally visible from the public right of way.
- Ensure the placement of utility panels do not obscure or damage distinctive materials.

#### ***Paint Color***

- These guidelines shall not regulate paint colors within the eligible historic district.

## **DESIGN STANDARDS FOR ADDITIONS TO HISTORIC PROPERTIES**

These Design Standards are applicable for projects involving horizontal or vertical additions to historic properties. These guidelines may be used in conjunction with the Design Standards for Façade Alterations, and/or the Design Standards for Infill Construction. The Planning Department reviews additions on a case-by-case basis. An addition to a historic building may include a horizontal addition on the rear or side of a property, or a vertical addition on the roof.

In general, these guidelines are organized by project proposal and/or building elements. The Department will use the following criteria when reviewing additions:

### *Character-Defining Features*

- An addition should respect the general size, shape, and scale of the character-defining features associated with the property and the district.
- An addition should be connected to the property in a manner that does not alter, change, obscure, damage, or destroy any of the character-defining features of the property and the district.

### *Location/Setback/Visibility*

- New additions should be minimally visible from the public right of way and not result in a radical change to the form or character of the historic building.
- “Minimally visible” shall be defined as visibility of less than half the height of a one-story addition from the public right of way.
- Additions should be setback from the front building wall to reduce visibility.

### *Additional Guidelines for Industrial or Commercial Properties*

- Facade line continuity and lack of front setbacks are common features among blocks predominately defined by light industrial and commercial properties. Therefore, setbacks at lower floors and arcades are not encouraged since they are not character-defining features of the surrounding historic district.

### *Heights*

- New vertical additions are allowed on top of historic properties, as long as the new addition is not taller than the subject building.
- New additions should be generally consistent with the height of adjacent historic building.

### *Example*

A three-story addition on a two-story building is not permitted within the eligible historic district, due to the impacts upon the subject building.

### *Form and Massing*

- The form and massing of new additions should relate to the existing building and surrounding district context.
- New additions should be deferential in character to the existing historic building.

## *Materials*

- Exterior materials should be compatible with the property or district in general character, texture, and finish.
- An addition can be of the same or compatible material, but have different characteristics that relate to the surrounding historic district.
- While there are exceptions found throughout the district, exterior materials commonly include concrete and metal for industrial and commercial properties, and wood or stucco for residential properties.
- Using building materials in the same color range or value as those of the historic building. The materials used on the new addition need not be the same as those on the historic building; however, new materials that highly contrast the historic ones should be avoided.

## *Rooftop Appurtenances*

- Any rooftop appurtenance, including, but not limited to air conditioning, stair penthouses, skylights and wireless telecommunication facilities, shall be minimally visible from the public right of way.
- Wireless telecommunication facilities and other equipment shall not be mounted or placed on the exterior façade of a historic property.





(Photo of 448 Brannan)

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

These Design Standards are applicable for projects involving new construction within the boundaries of the eligible historic district or which involve major alterations to non-contributing resources. These guidelines may be used in conjunction with the Design Standards for Façade Alterations, and/or the Design Standards for Additions to Historic Properties.

According to the Rehabilitation Standard No. 9, new construction needs to be designed in a manner that protects the integrity of the historic building(s) and the property's setting. In addition, the following must be considered:

- New construction on vacant sites should conform to the general profile of the District, especially as to scale, sculptural qualities of facade and entrance detailing, fenestration patterns and materials, as identified in the District Record. Further, the massing, size, scale, and architectural features of new construction within a historic district must be compatible and comparable with those of the historic buildings.
- New construction should be sensitive to the surrounding context, whether defined as either light industrial, residential, commercial or mixed use.
- New construction should protect the historic setting and context of a historic property.

(Photo 1235 Howard – to avoid this)

- When visible and in close proximity to historic buildings, the new construction must be subordinate to these buildings.

In general, these guidelines are organized by project proposal and/or building elements. The Department will use the following criteria when reviewing additions:

### *Spatial Relationship*

- The spatial relationship between contributing buildings should be retained and recognized by new construction. Contributing resources should not be isolated from one another by the insertion of out of scale new construction.

### *Location/Setbacks*

- New construction should be considered carefully in order to follow the setbacks of historic buildings and to avoid blocking their primary elevations.
- Encourage full lot build out to the front and side lot lines for light industrial and/or commercial buildings. Most properties of this type are built out to both the front and side lot lines.
- Refer to adjacent properties and maintain a consistent front setback line for projects within residential enclaves.

(Photo of 465 10th St)

### *Massing*

- 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.
- Individual ground floor residential units should be vertically modulated at regular intervals of no greater than 40 feet.
- Modulation should be strong and consistent with the vocabulary and coherent design of surrounding historic buildings.
- If possible, place taller or bulkier elements of new construction away from the public right of way.

## *Materials*

- New construction should feature building materials and finishes similar to those of contributing structures in the district.

### *Examples*

Light industrial properties feature large amounts of glazing and typically have concrete exterior.

For residential properties, wood siding or stucco is encouraged.

## *Fenestration*

- New construction should relate to areas with a concentration of buildings characterized by a high proportion of mass to void and deeply recessed openings, vertical orientation and limited fenestration.
- New construction should feature industrial-style fenestration in areas characterized by light industrial or commercial buildings.

(Photo 1500 Howard)

## *Rooflines/Roof Form*

- 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.
- Most of the Western SoMa SUD has flat roofed buildings. Some residential buildings have gables and some industrial buildings have saw-tooth roof forms. Additions that are set back can be minimized by reducing height, and eliminating parapets by using a fire-proof roof.

## *Roof Decks & Rooftop Features*

- Allow roof decks and roof gardens that are set back and not visible from front facades.
- Rooftop features, including elevator towers and stair penthouses, should be minimally visible from public rights of way. These features should be setback from the building's primary facade.
- Roof garden and roof decks should be adequately screened with care to the style and character of windscreens and railings and their relationship to adjacent historic properties.

### *Example*

For roof decks located behind parapet walls, encourage the use of a cable-rail system to ensure minimal visibility from the public right of way.

## *Parking & Garages*

- All new construction projects should provide parking amenities that help minimize automobile use, establish pedestrian environments, and calm street traffic flow.
- New parking and garages should create places with a limited, well-managed parking and vehicle storage.
- Avoid breaking street frontage with garage doors and parking.
- Avoid breaking sidewalks are undisrupted by driveways and curb cuts.
- New garage doors shall be compatible with the surrounding neighborhood context.

## *Open Space*

- Design safe common and private open spaces.
- Respect and promote the mid-block open space patterns. Design new open space to create a pattern of mid-block open space for predominantly residential blocks.

## *Landscaping*

- New construction should retain existing significant trees or identified heritage trees.
- Living walls and other landscape features applied to the surface of a building shall not cover, obscure, or damage significant architectural features, and should be constructed in a manner to be easily removed/reversed.

## *Art Work/Interpretation*

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

- Involve artist concepts and artistic historical references in all new infill and new construction projects.
- Provide art (mosaic, mural, decorative masonry pattern, sculpture, relief, etc.) over a substantial portion of the blank wall surfaces.
- Provide references and icons that represent cultural significant values to the history of the site in all new construction, in-fill or restoration projects.

### *Non-Contributing Resources: Façade Alterations*

- Window and door types, sizes, and proportions should be compatible to the contributing resources in the district. Window and door trim should also be compatible in material and size.

### *Non-Contributing Resources: Additions*

- Additions or alterations to non-contributing structures should not disrupt the prevailing rhythm of setbacks on the block.
- Additions to non-contributing resources should have a similar mass to the surrounding neighborhood.

#### ***Example***

An addition of a second floor on a non-contributing resource in a largely one-story neighborhood would be strongly discouraged.

(Photo of James Lick Baths)





## 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 on site.

**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 storm water runoff.

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

- \* No storm water discharge on site
- \* Capacity to retain and hold water on site for the 5 year storm
- \* Include a separate storm water 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 storm water 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 photo voltaic 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.  
Most existing disability language relates to “accessibility” and





## Design Standards for Accessibility and Safety

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.

