

Urban Form



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DEPARTMENT

Urban Form Factors

- **Urban Form Principles/Aesthetics/Skyline/View Analysis**
- **Shadows**
- **Historic Resources/District Character**

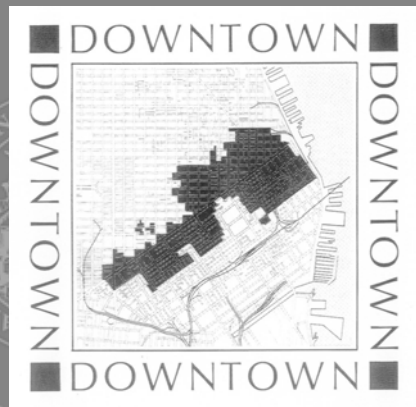


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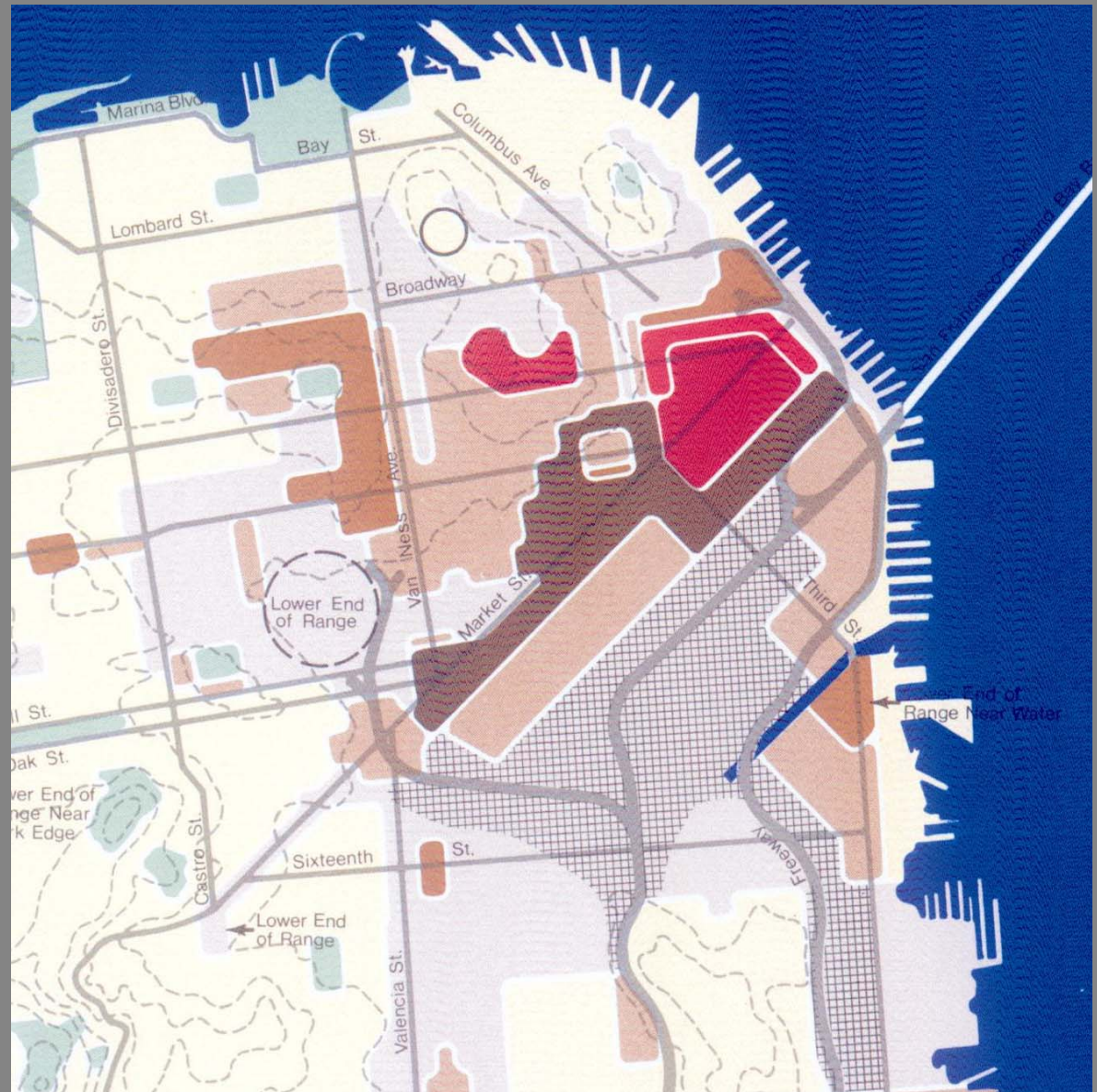
Guiding Principles



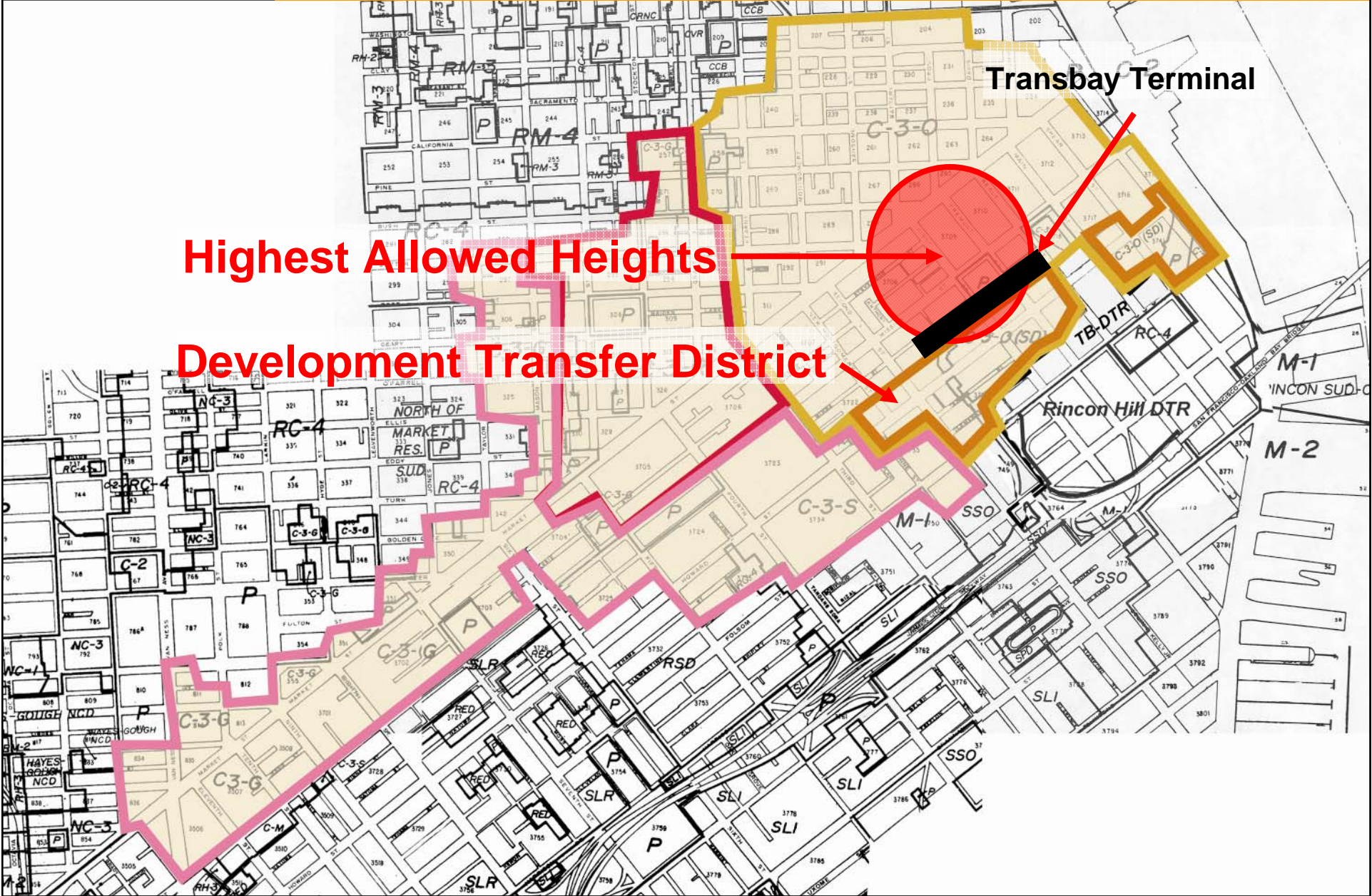
1972



1985



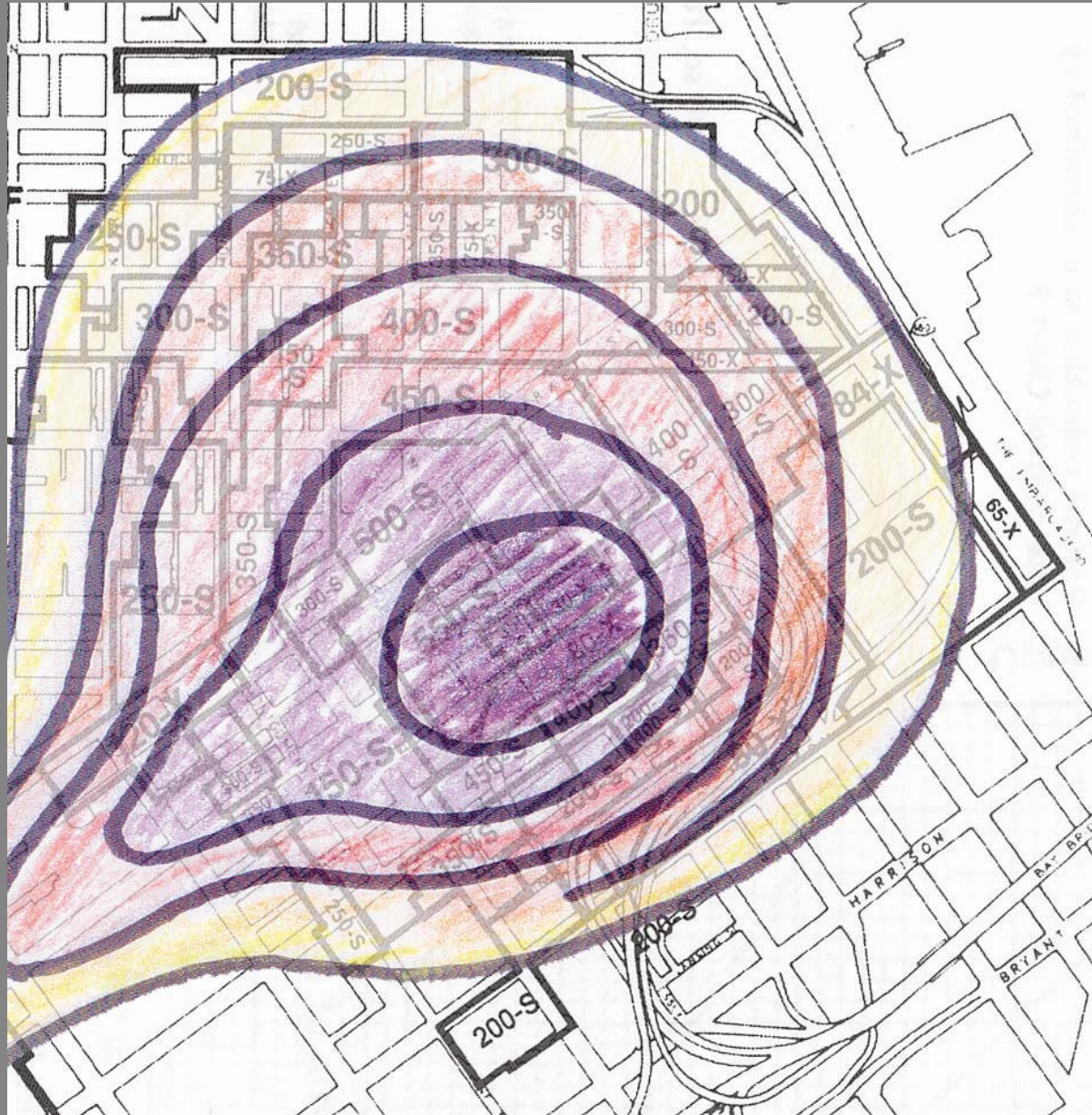
Downtown Plan: Emphasis on Transit Center



Downtown Plan: Heights

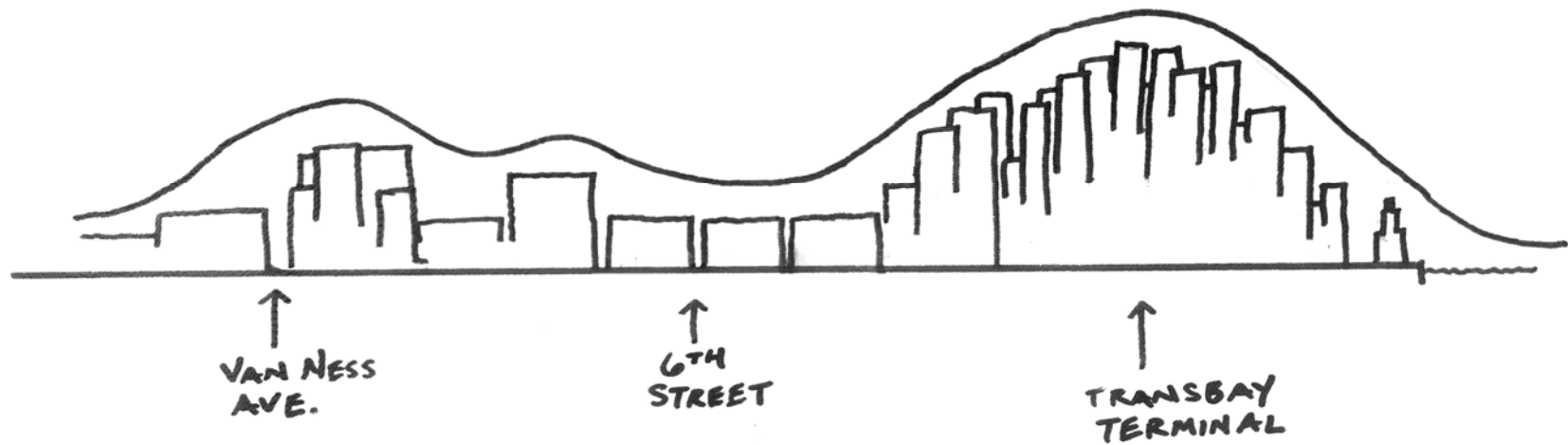


Downtown Plan: Heights



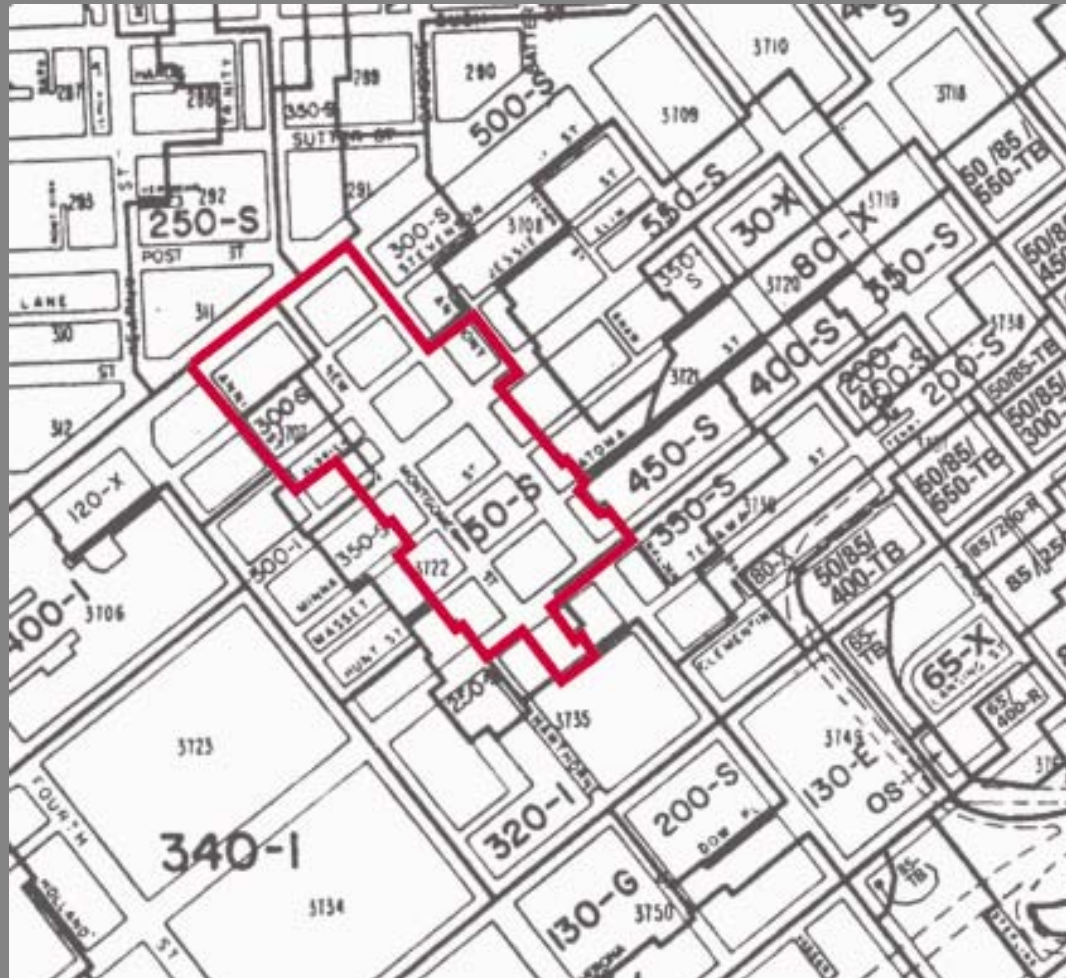
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Downtown Plan: Heights



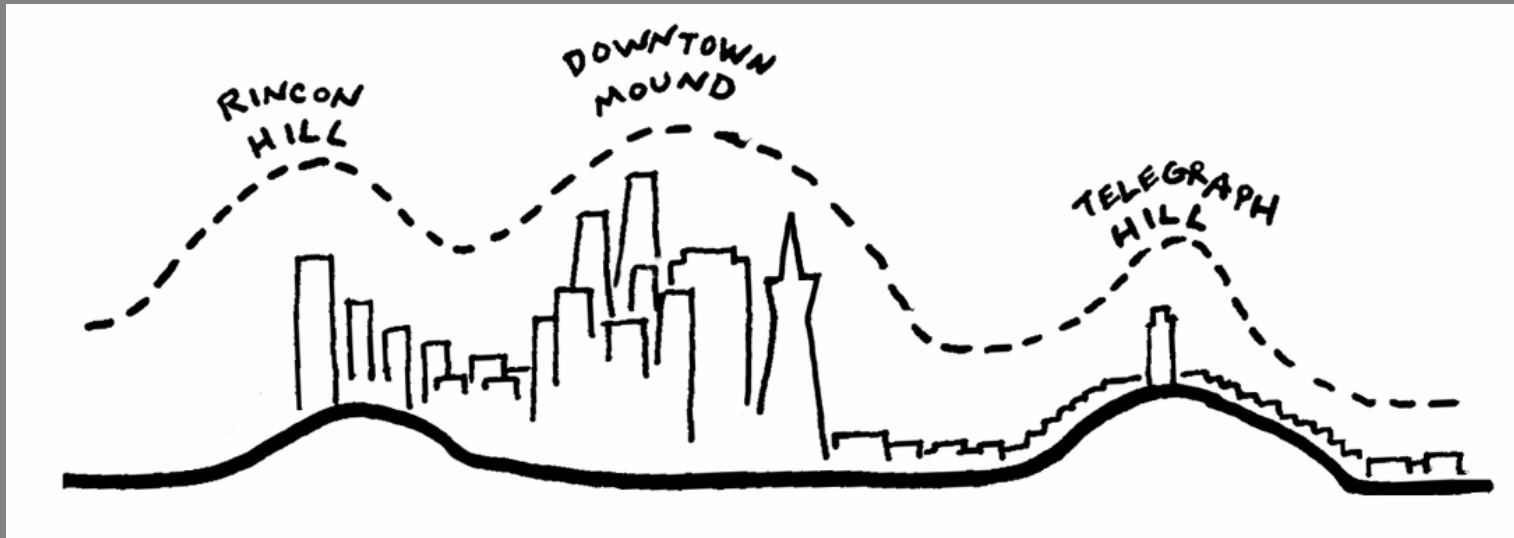
MARKET ST. SPINE

New Montgomery-2nd St Conservation District

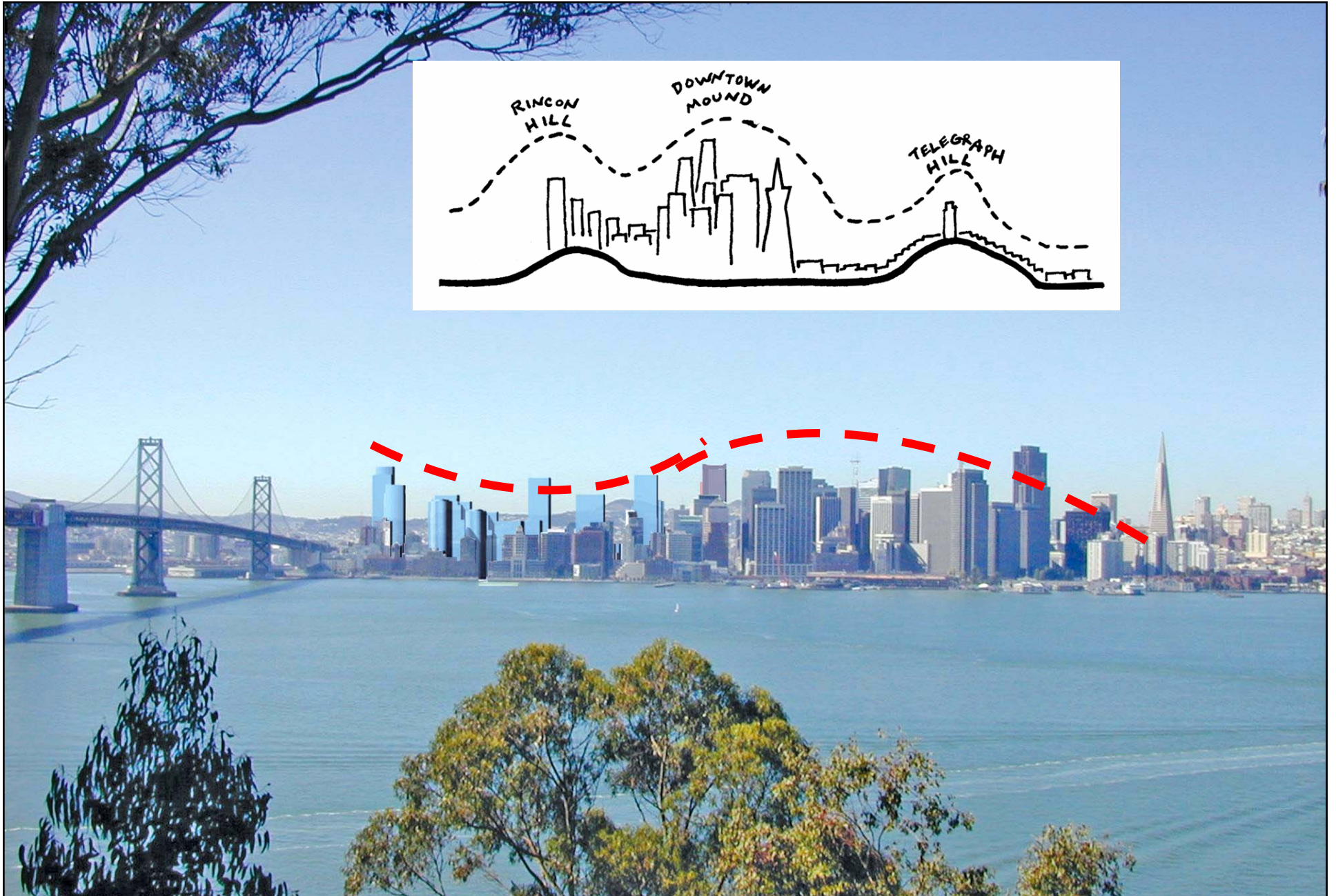


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Skyline: Topography of Hills and Valleys



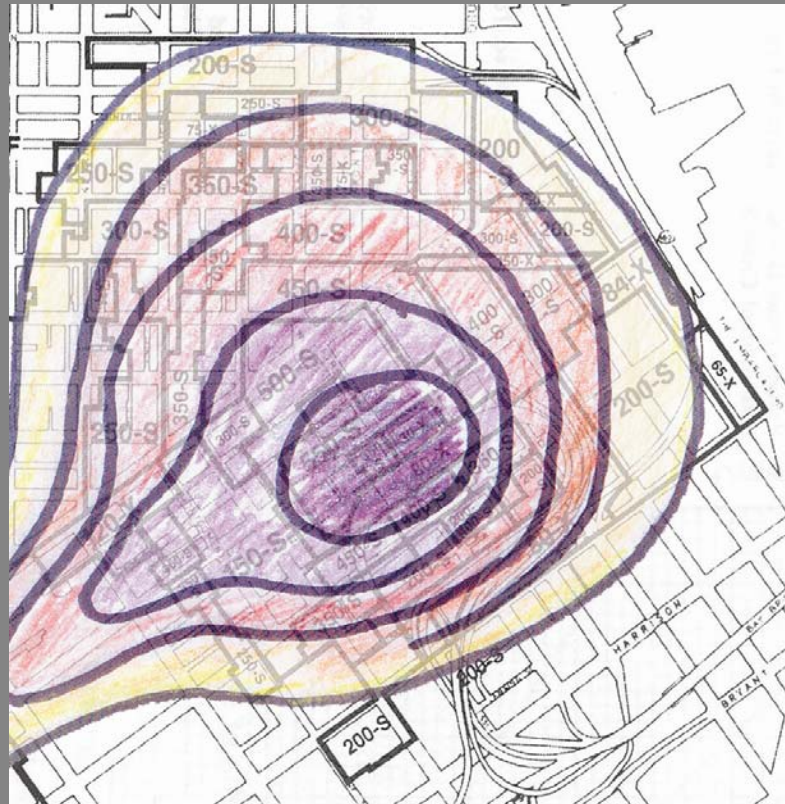
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City Form | Skyline with Transbay and Rincon Hill

Urban Form Principles

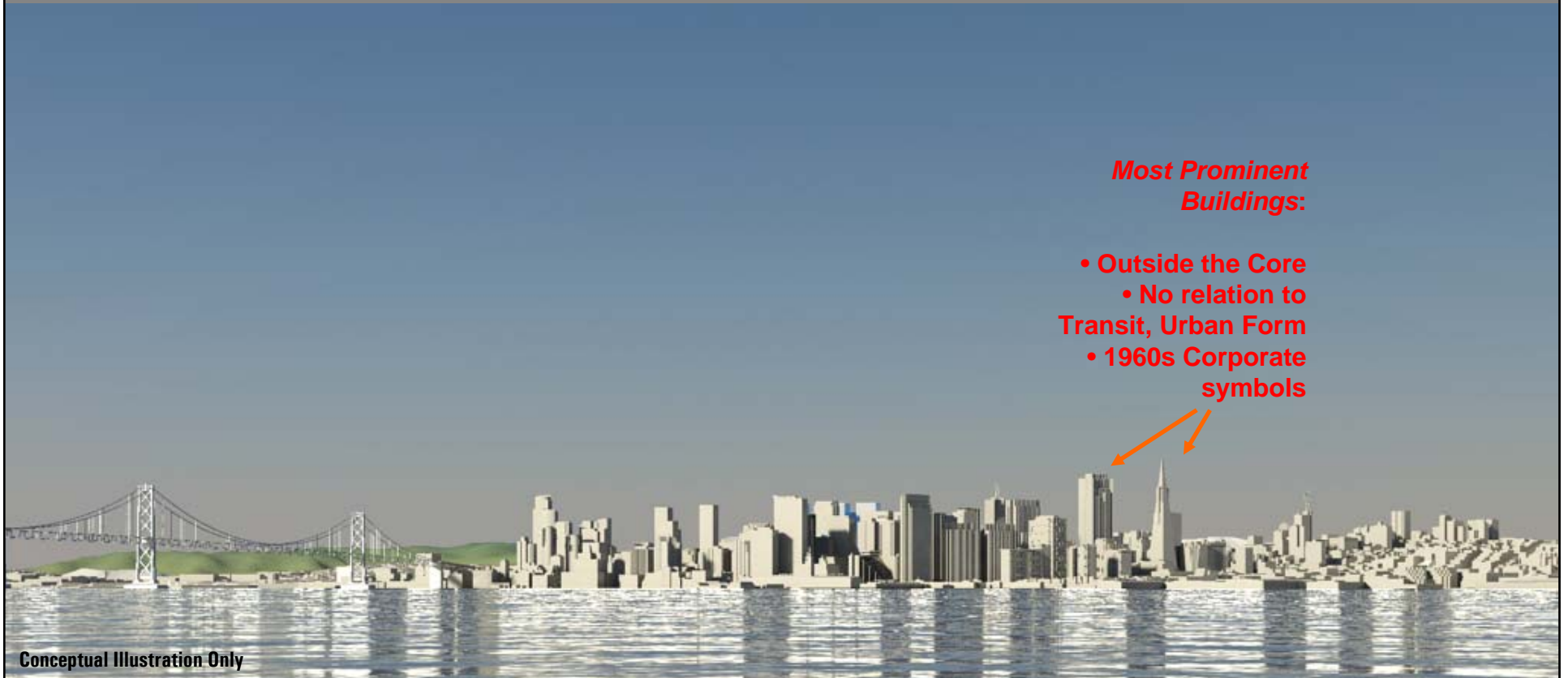
Maintain and accentuate the current conception of the downtown form, with the apex of the “mound” at the Transbay Transit Center and tapering outwards in all directions



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Urban Form Principles

The Transit Tower should be the tallest and most prominent building at the “crown” of the downtown core



Most Prominent Buildings:

- Outside the Core
- No relation to Transit, Urban Form
- 1960s Corporate symbols

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Urban Form Principles

The Transit Tower should be the tallest and most prominent building at the “crown” of the downtown core



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Urban Form Principles

A limited number of widely spaced tall buildings near the Transit Tower should rise above the dense part of the downtown core to transition the skyline and give the Tower balance.

These tall buildings should be spaced sufficiently to allow sky between them as much as possible, but grouped close enough to create a coherent form.

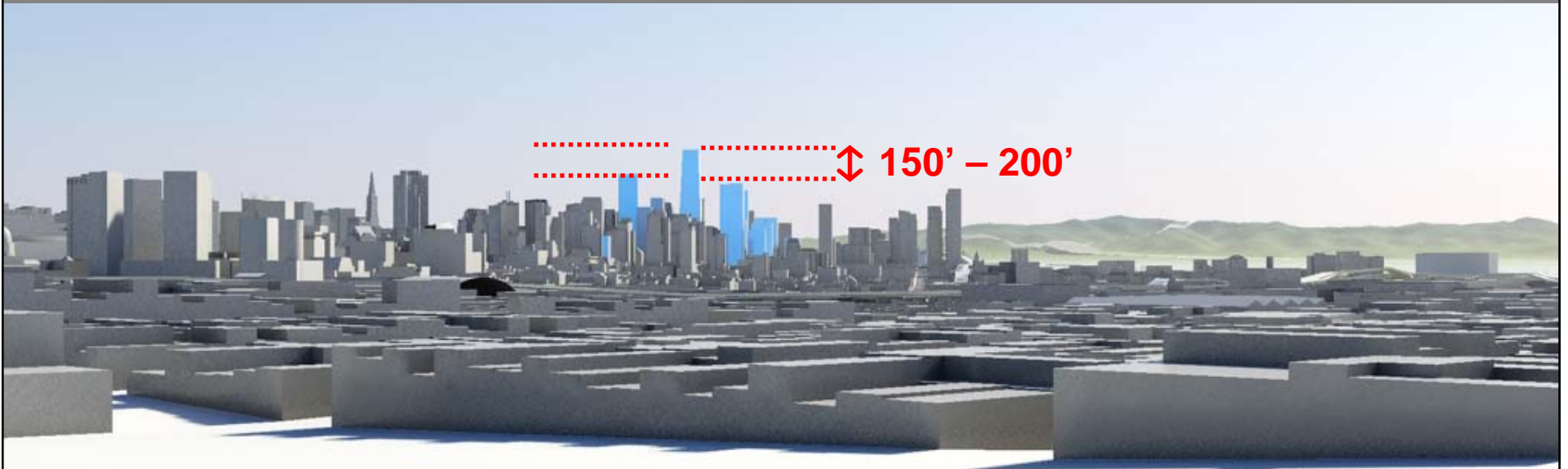


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Urban Form Principles

Nearby tall buildings should step down in increments of at least 150'-200' from the Transit Tower



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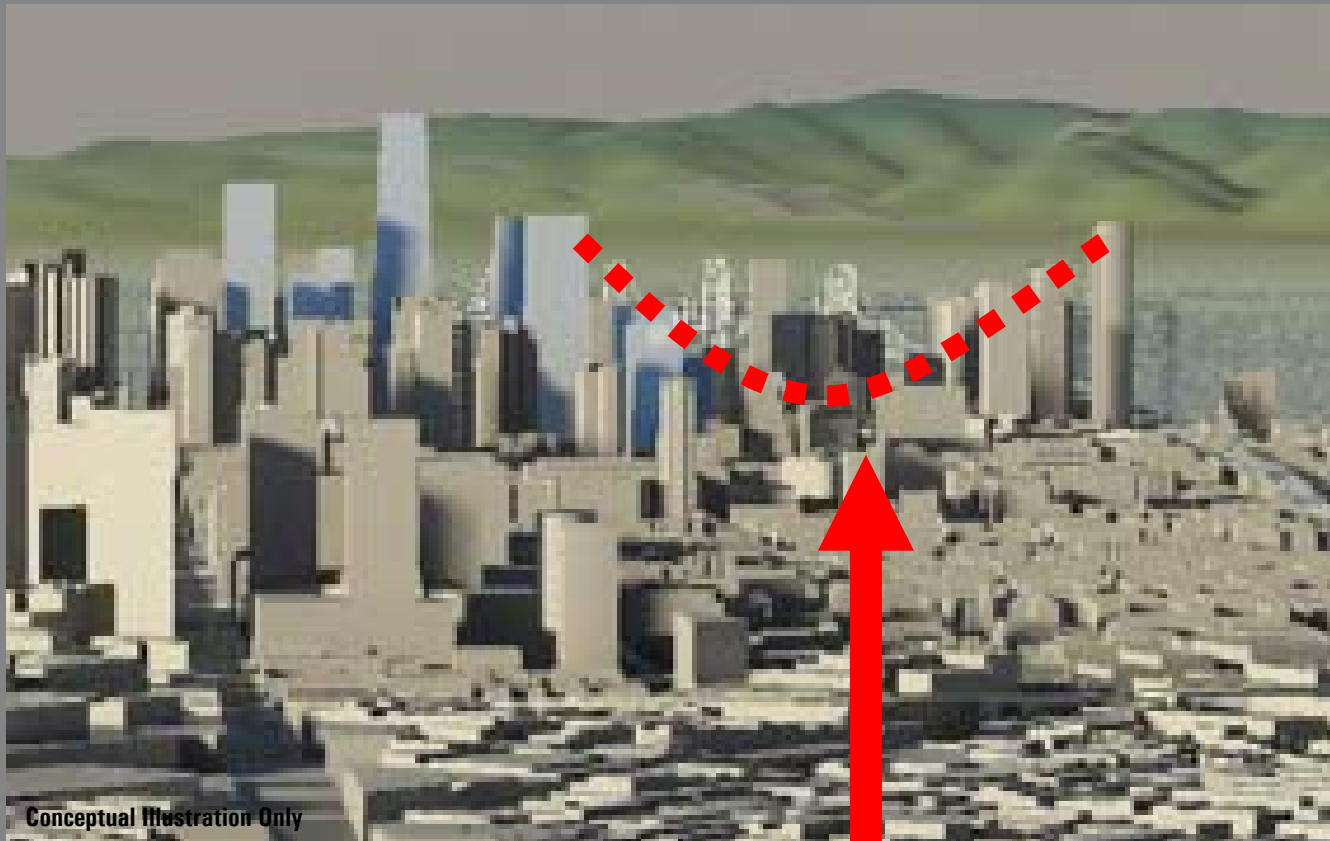
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Urban Form Principles

Transition heights down from Howard Street to Folsom Street and maintain a lower “saddle” to clearly distinguish the downtown form from the Rincon Hill form. This saddle permits views from the Bay Bridge through to the City’s hills beyond and from the hills to the Bay.



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Folsom Street

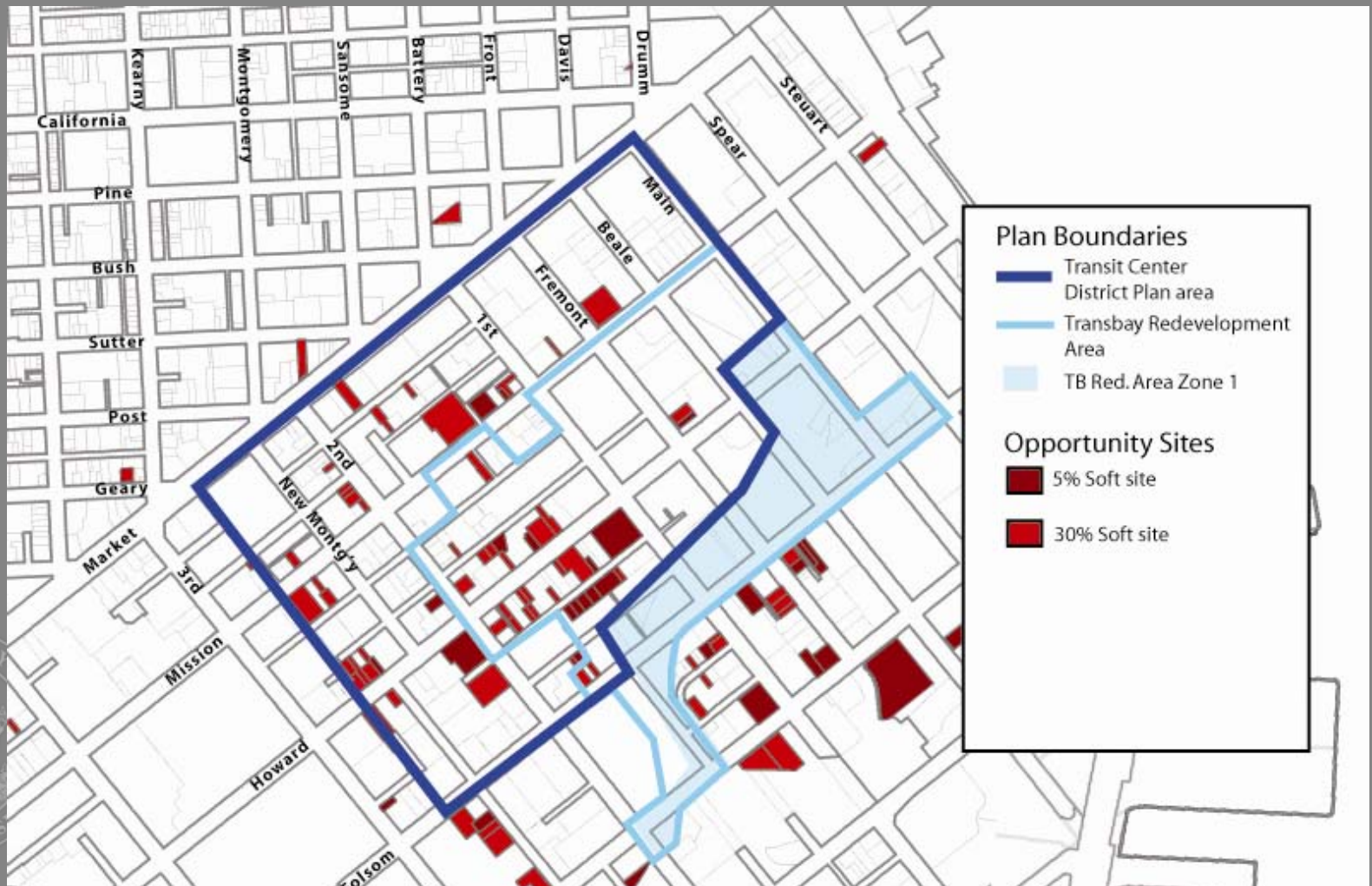
Urban Form Principles

Transition heights down to adjacent areas, with particularly attention on the transitions to the southwest and west in the lower scale south of Market areas.



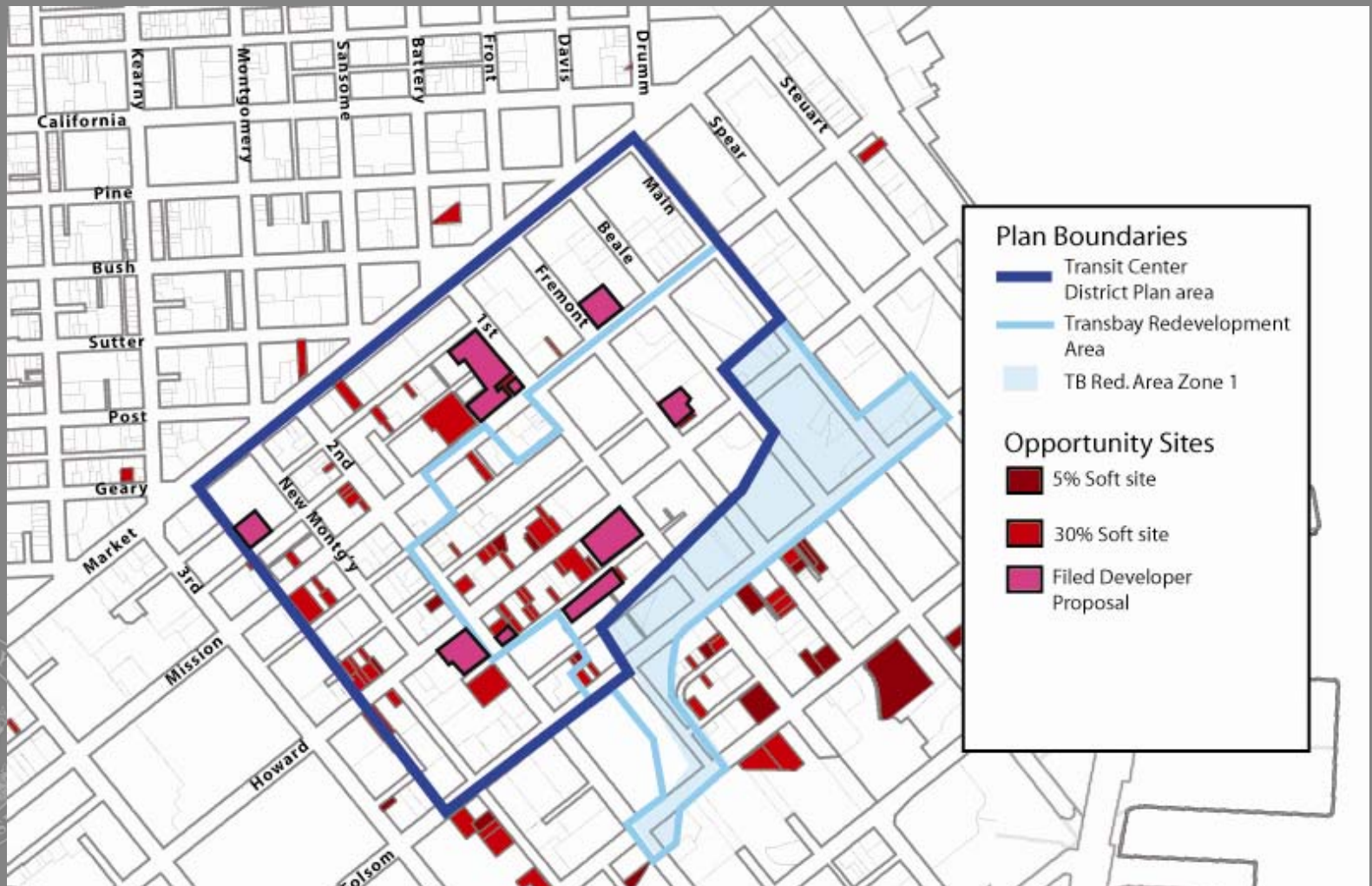
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Opportunity Site Analysis



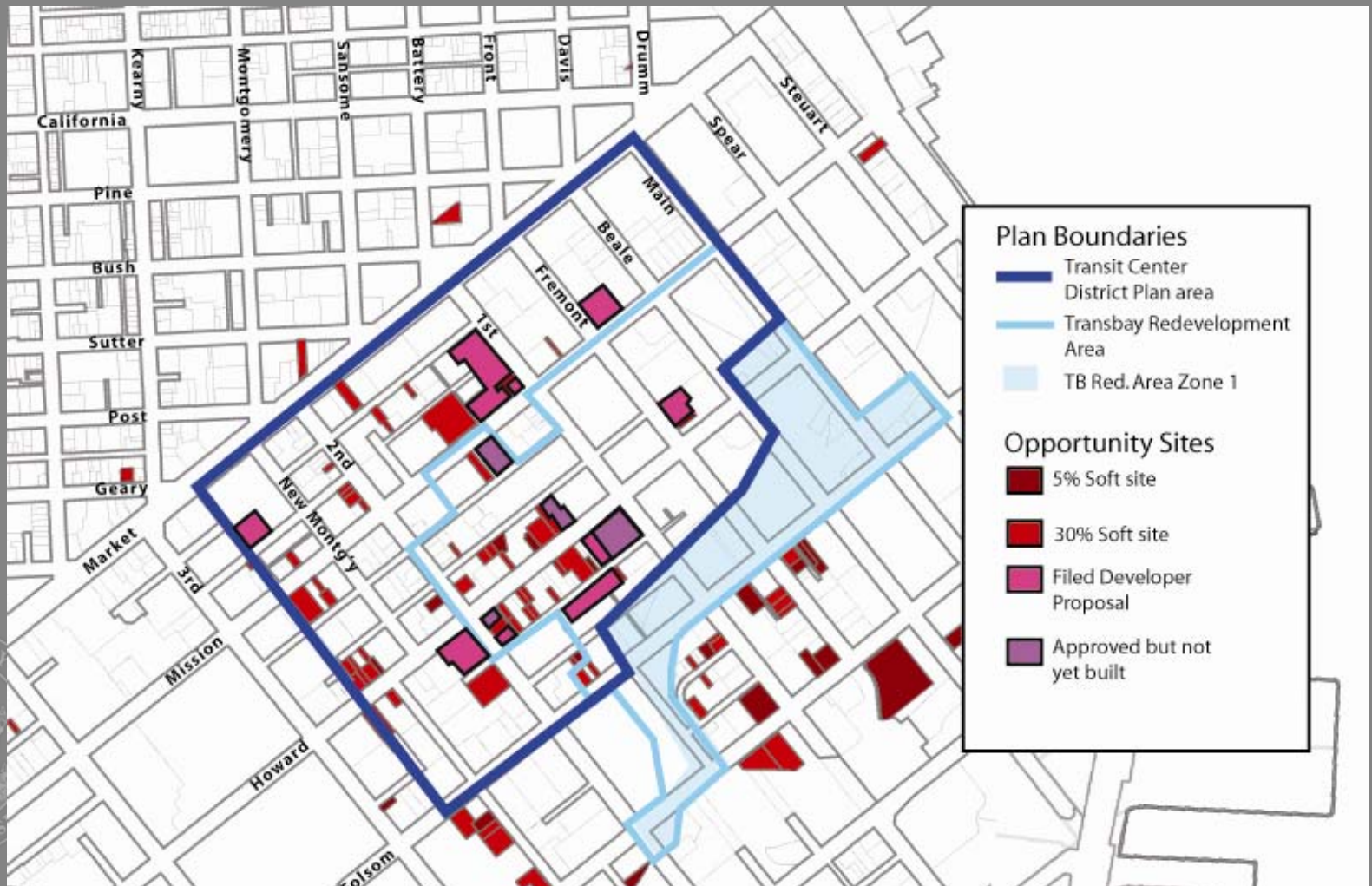
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Opportunity Site Analysis



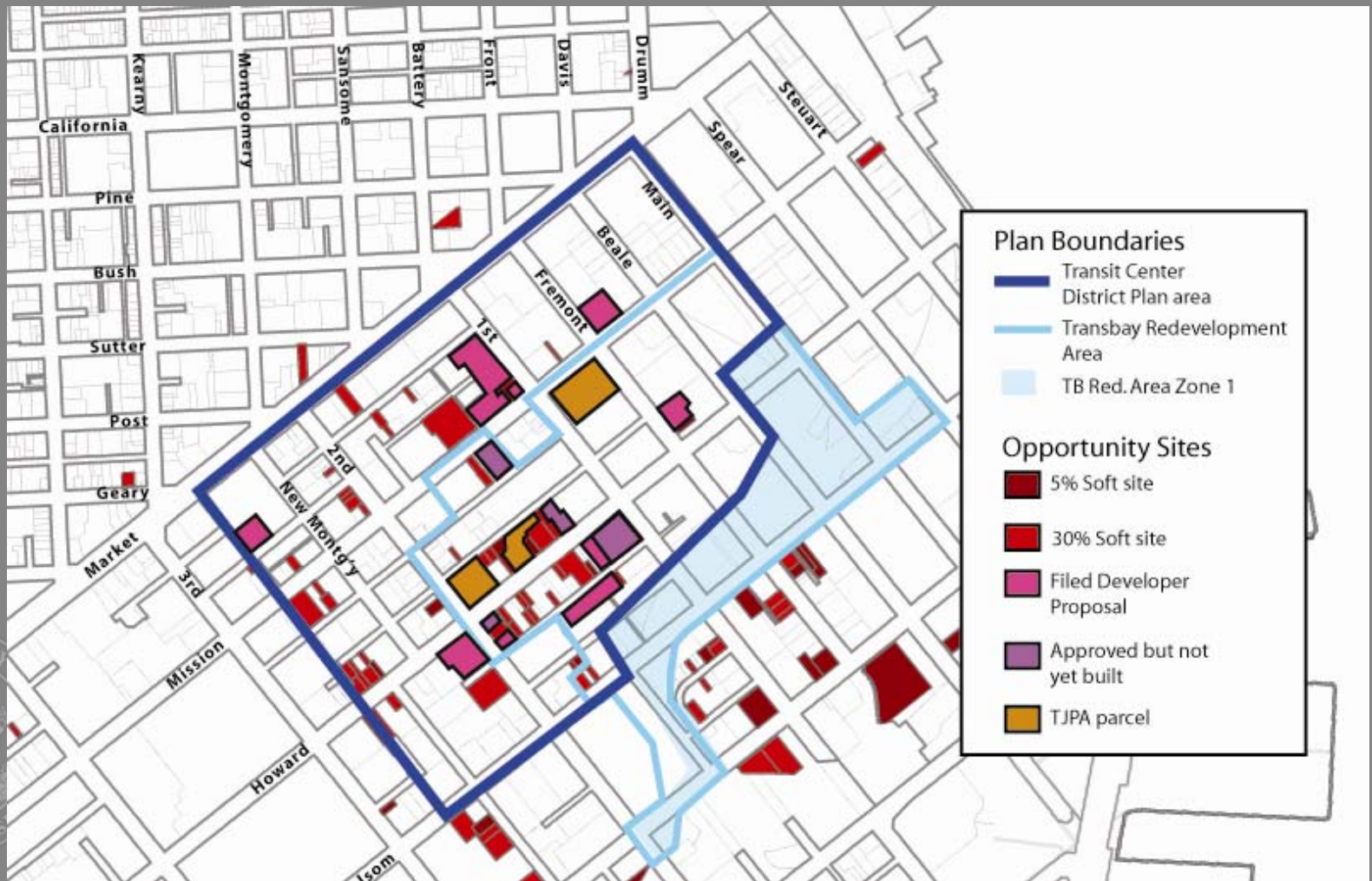
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Opportunity Site Analysis



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Opportunity Site Analysis



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Existing Zoning

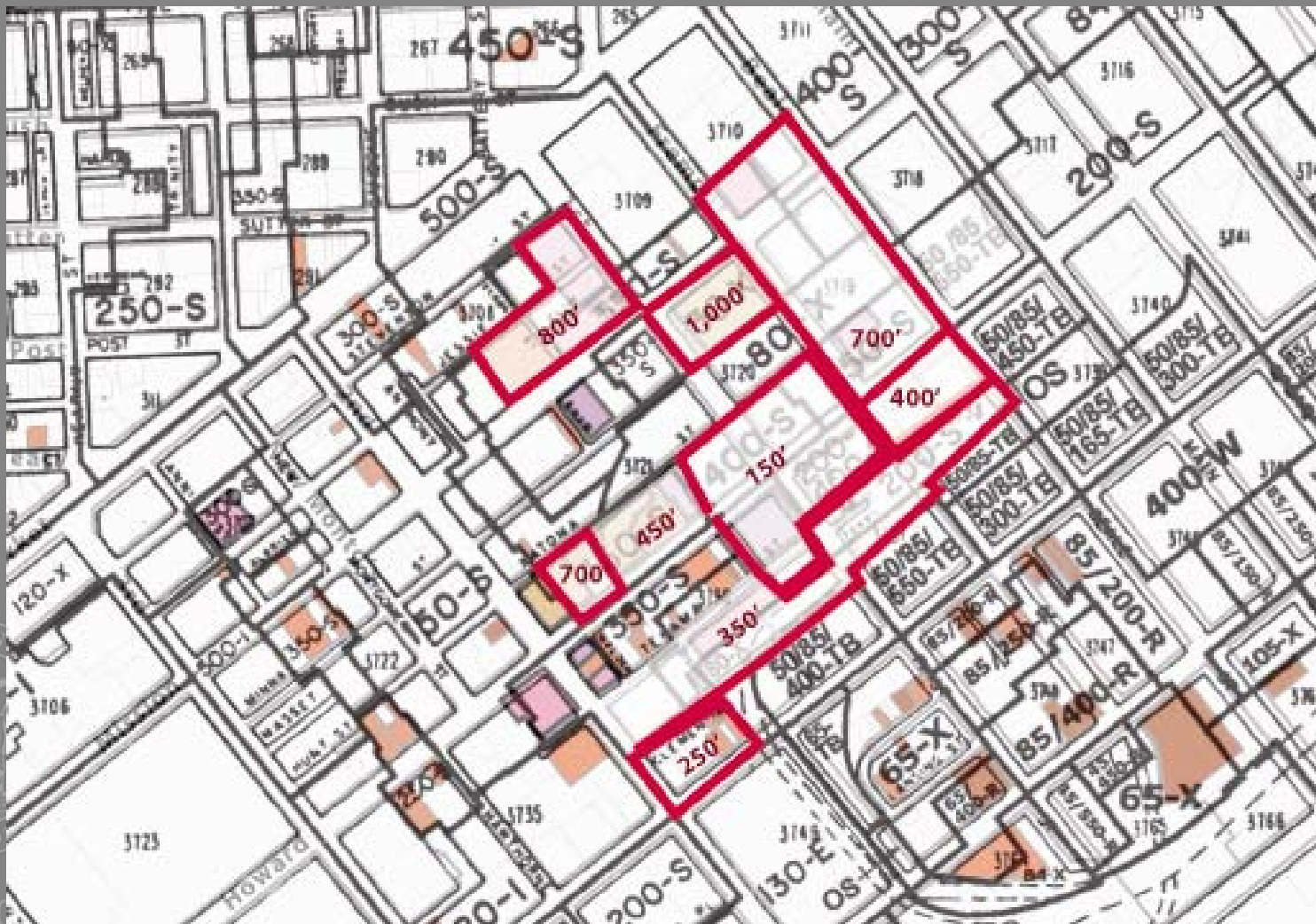
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Scenario 850' Transit Tower

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Heights

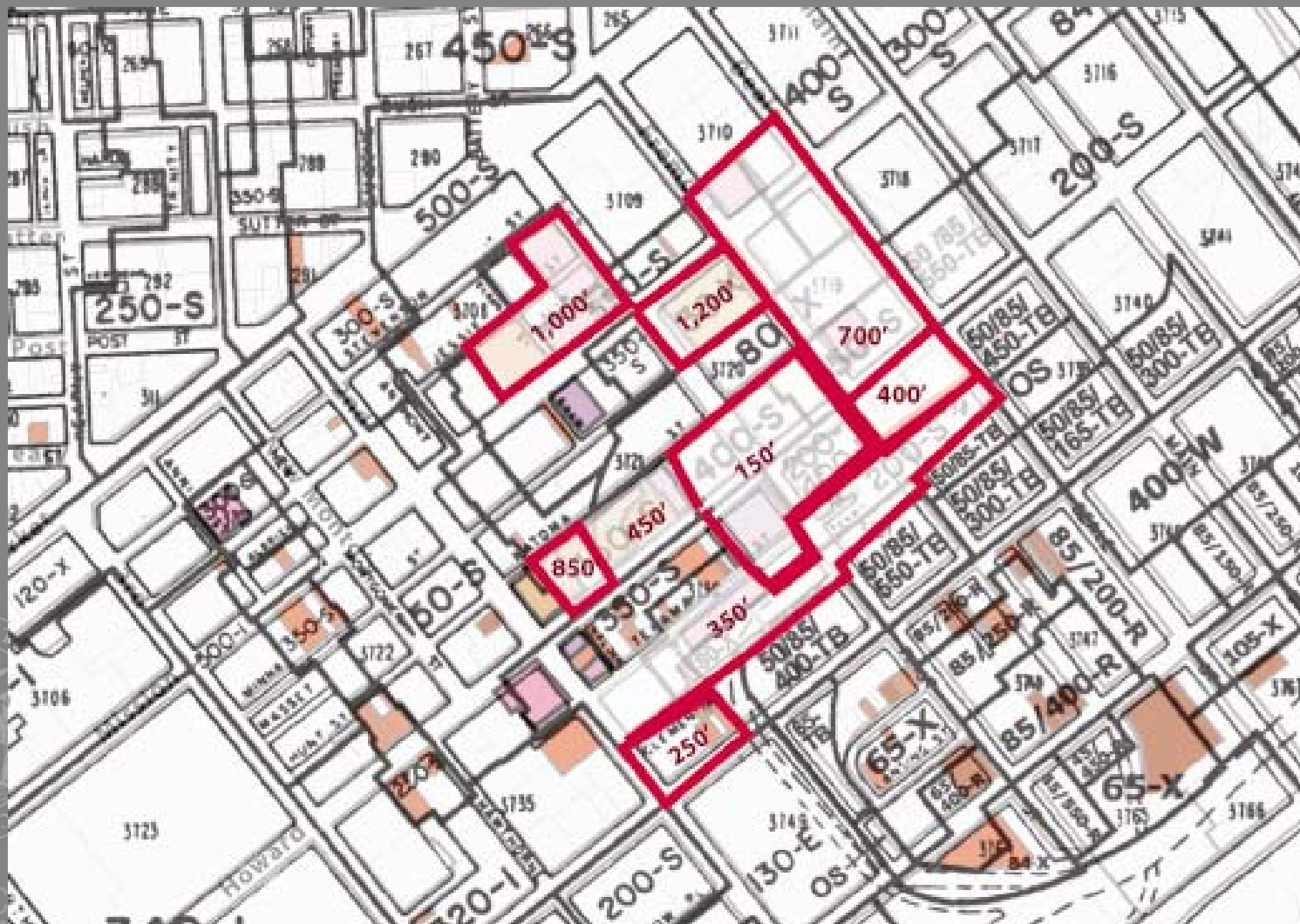
Scenario 1,000' Transit Tower



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Heights

Scenario 1,200' Transit Tower



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Scenario 1,200' Transit Tower + Maximum Developer Proposals

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3-D Urban Form/View Analysis

View/Skyline Simulations from:

Twin Peaks

Corona Heights Park

Potrero Hill

Hwy 101 north

Golden Gate Bridge

Bay Bridge

Dolores Park

Alamo Square

Bay/Treasure Island

Pier 7

Union Square

Columbus Ave

Post Street

Bay Bridge West Approach

South of Market streets (2nd Street, Howard Street)



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Twin Peaks: Existing Zoning



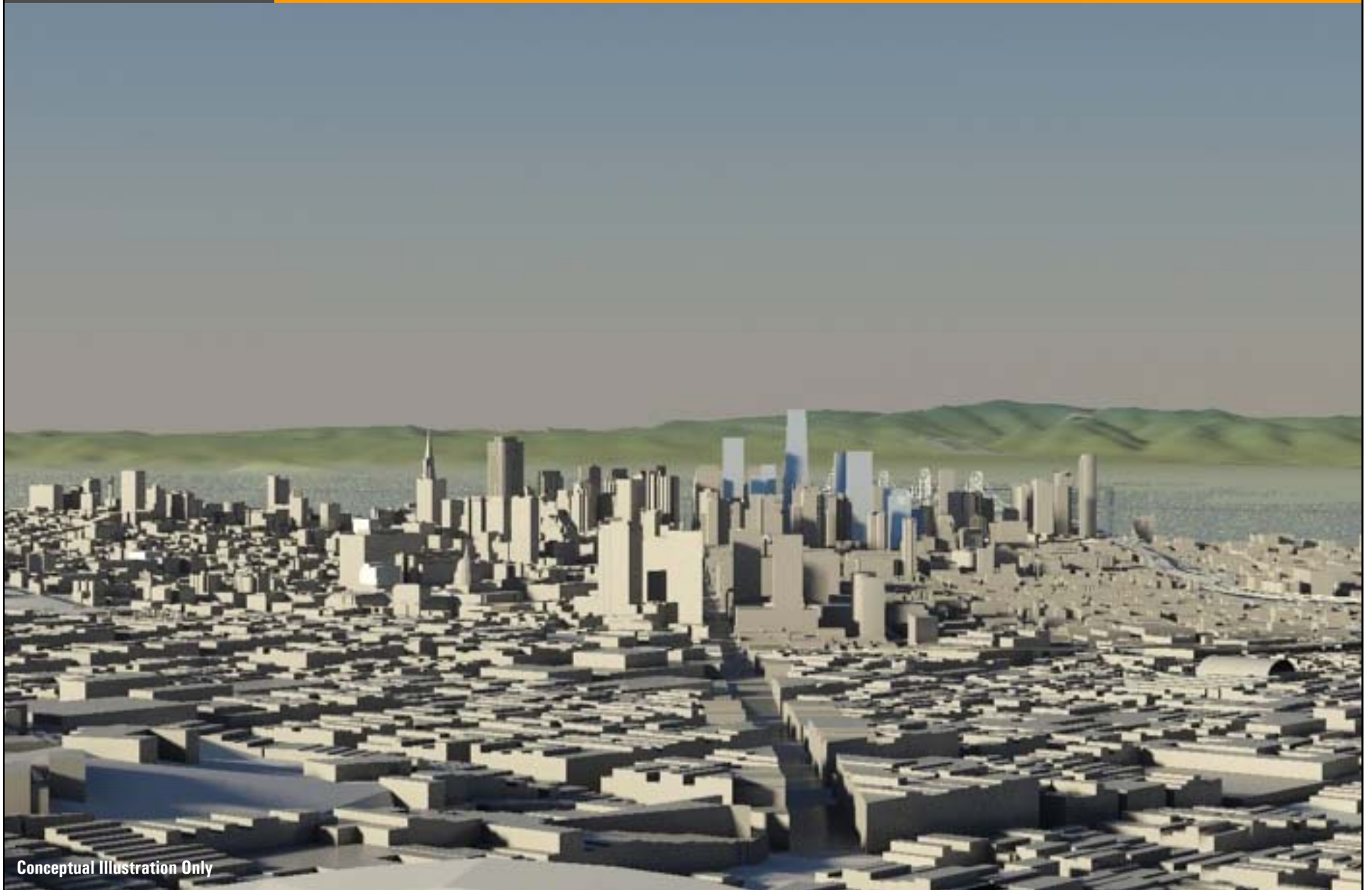
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Twin Peaks: 850'



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Twin Peaks: 1,000'



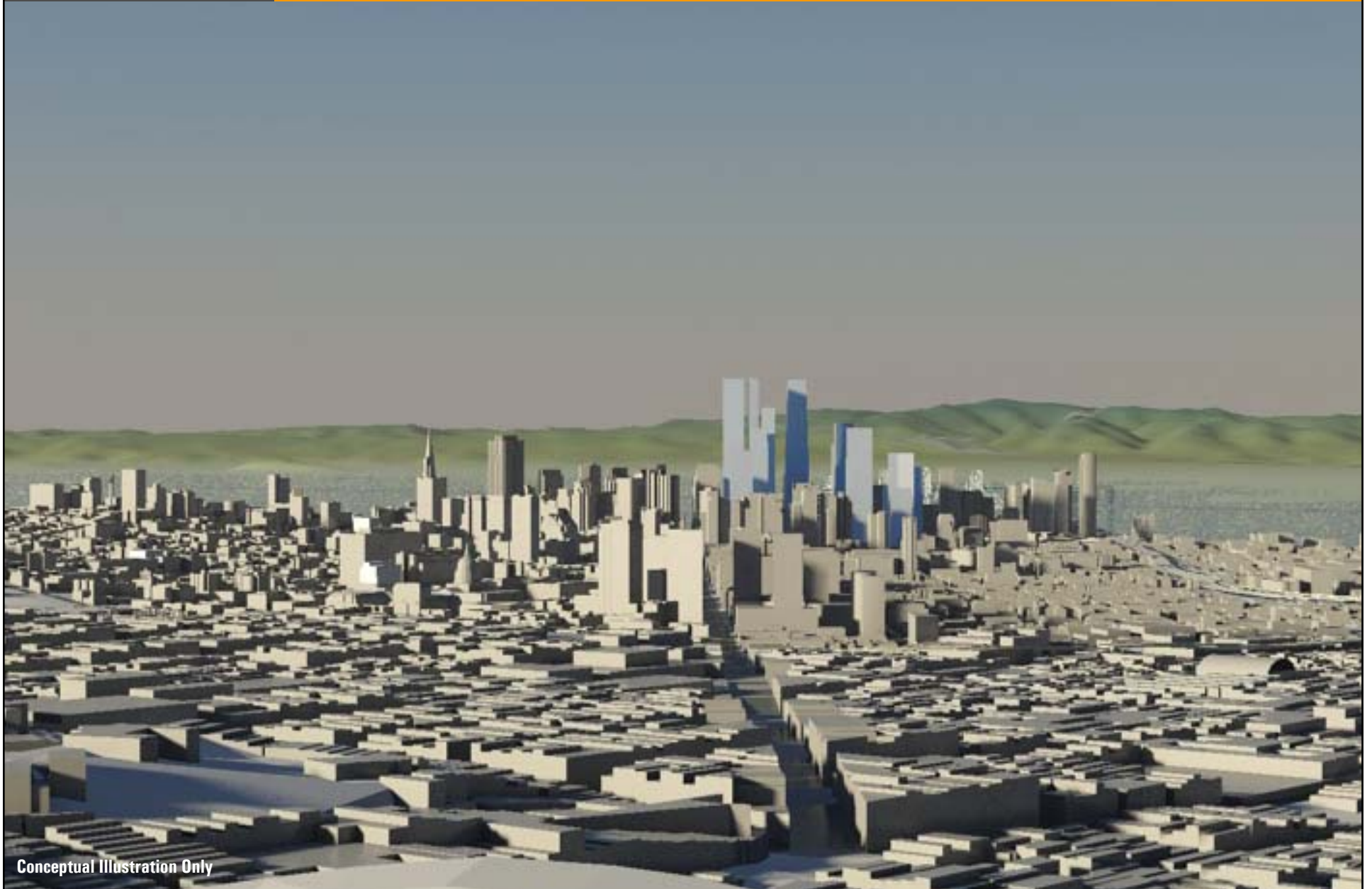
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Twin Peaks: 1,200'



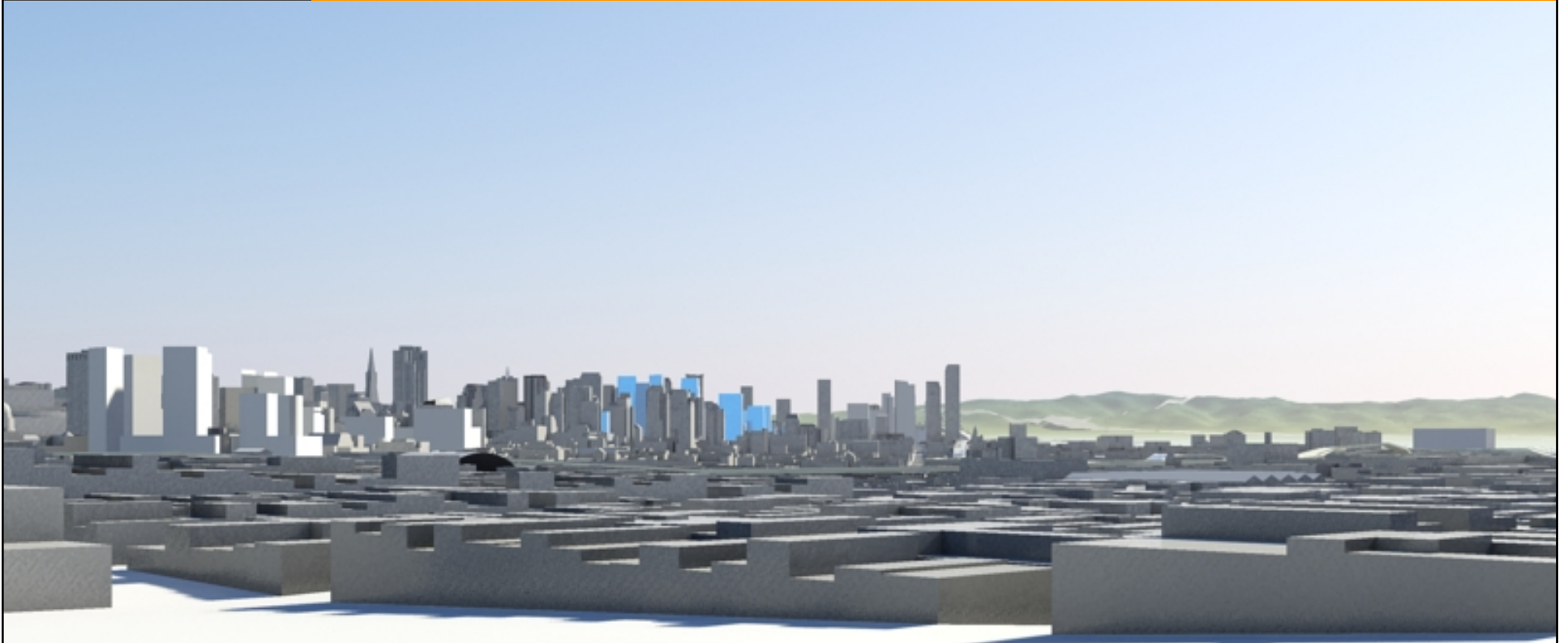
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Twin Peaks: 1,200' + Proposals



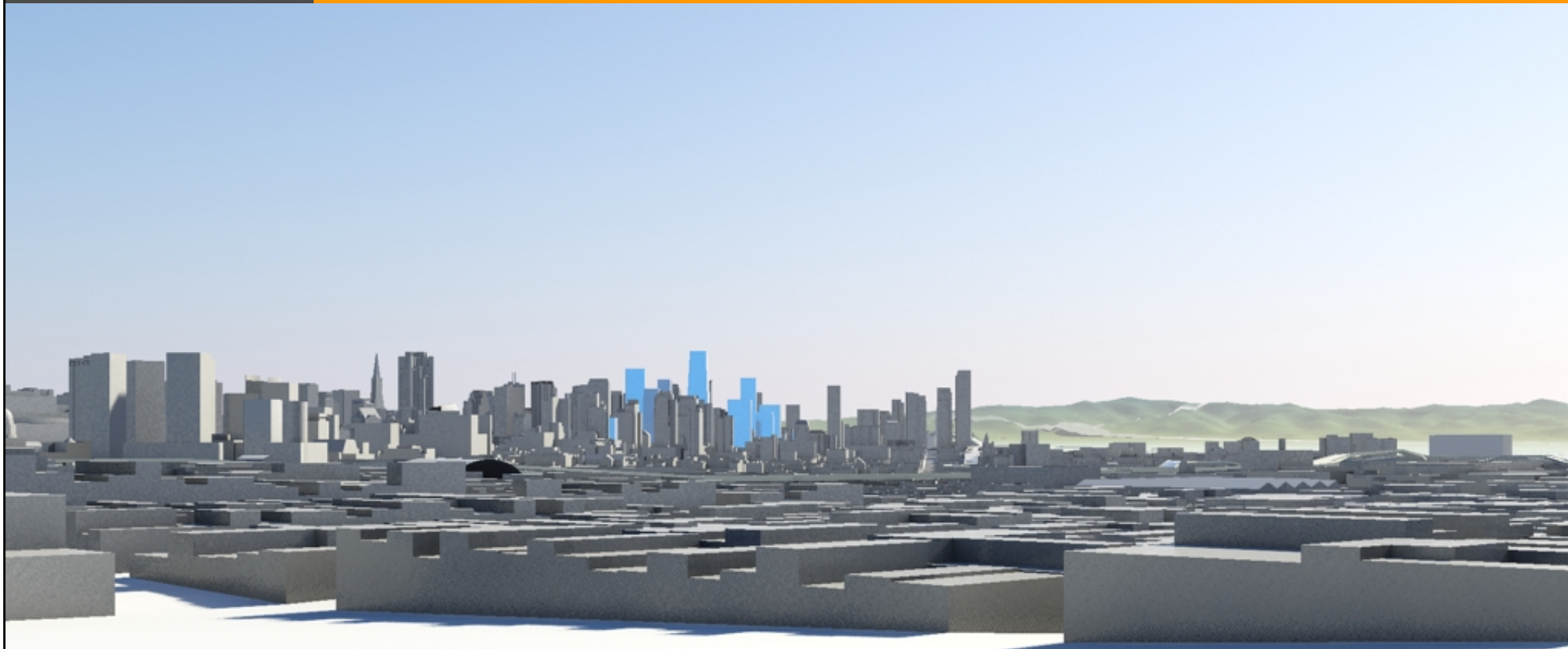
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Dolores Park: Existing Zoning



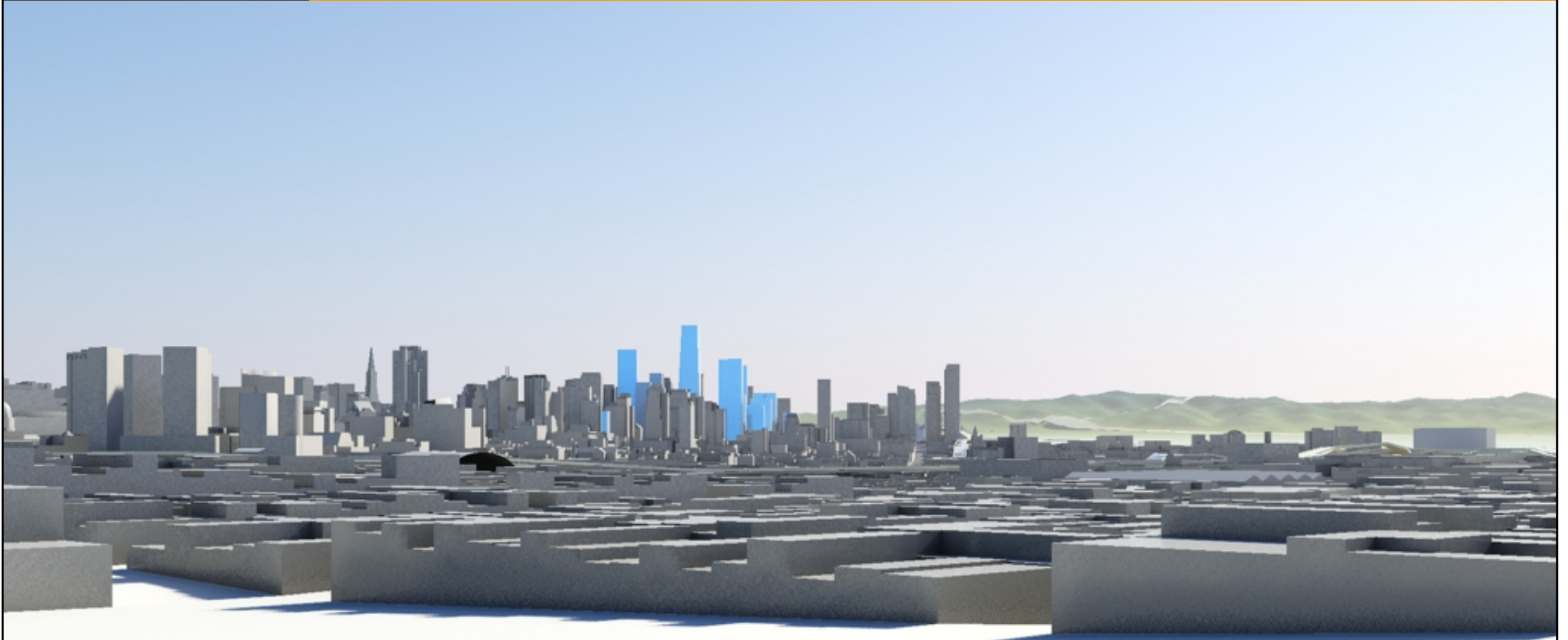
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Dolores Park: 850'



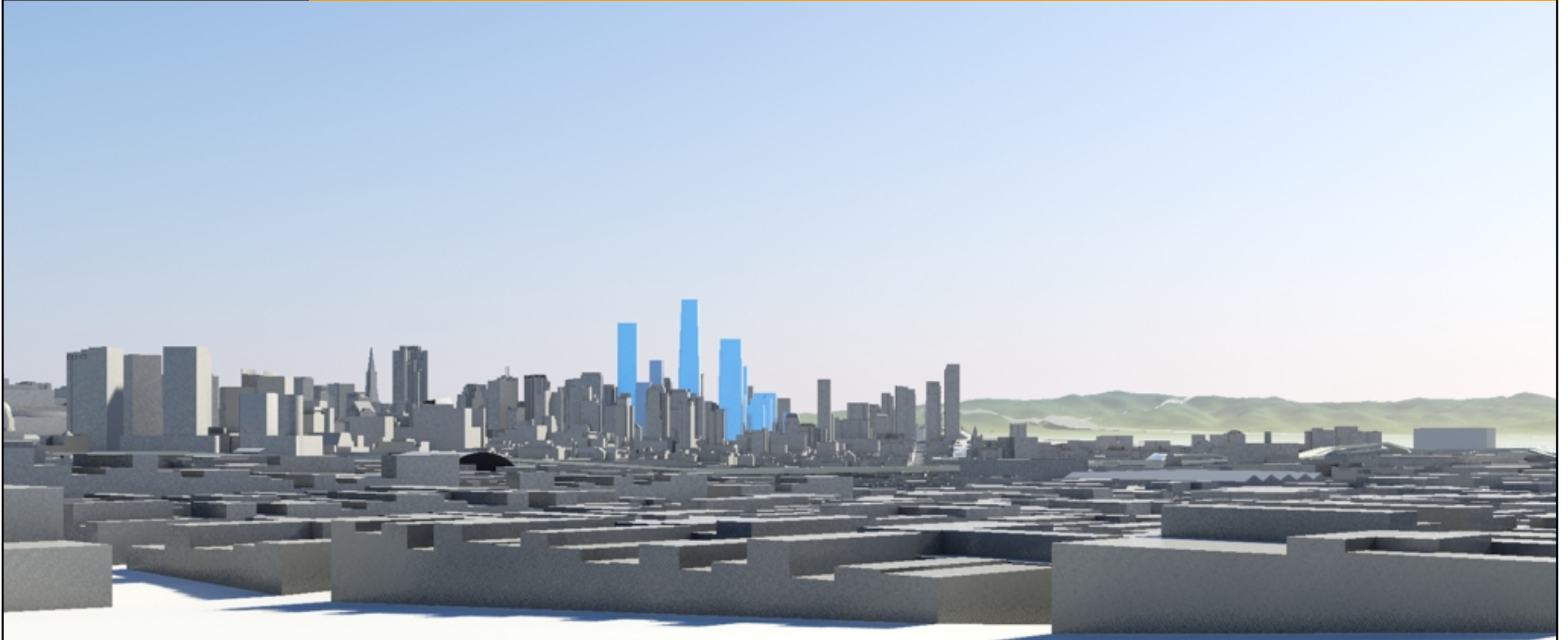
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Dolores Park: 1,000'



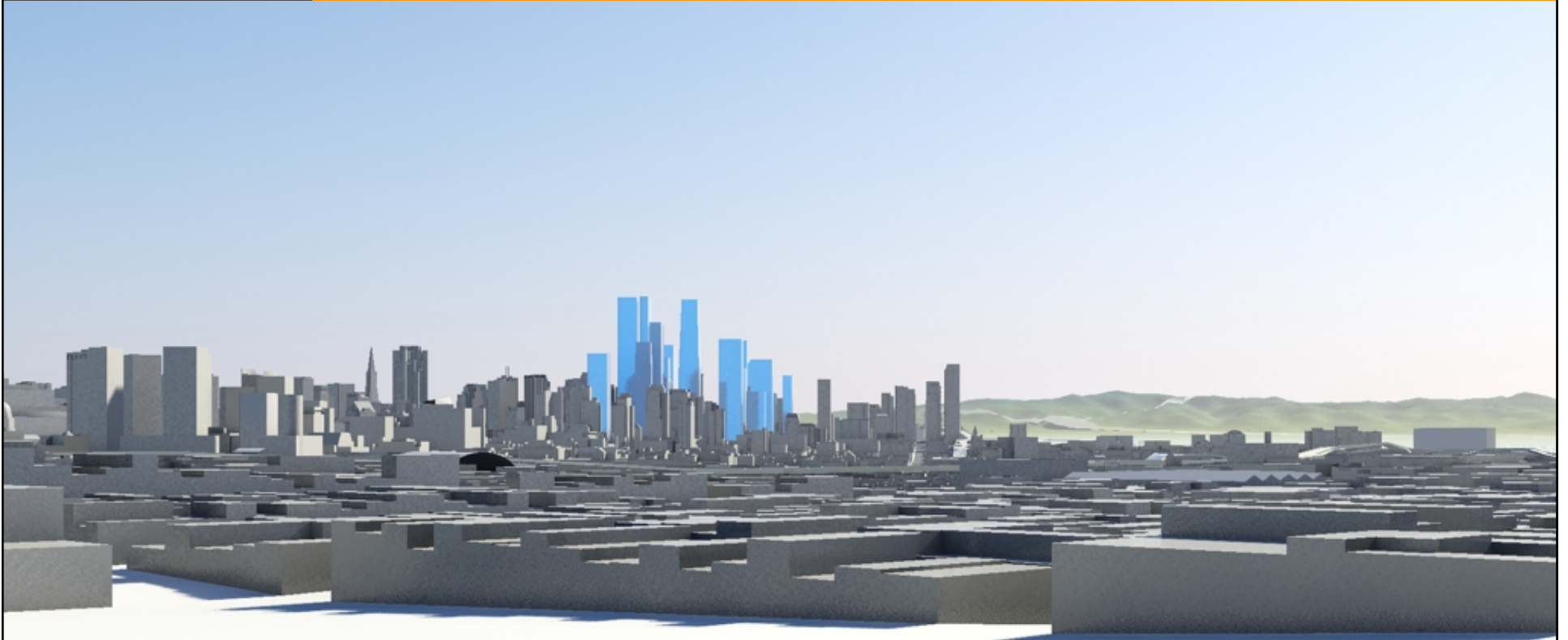
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Dolores Park: 1,200'



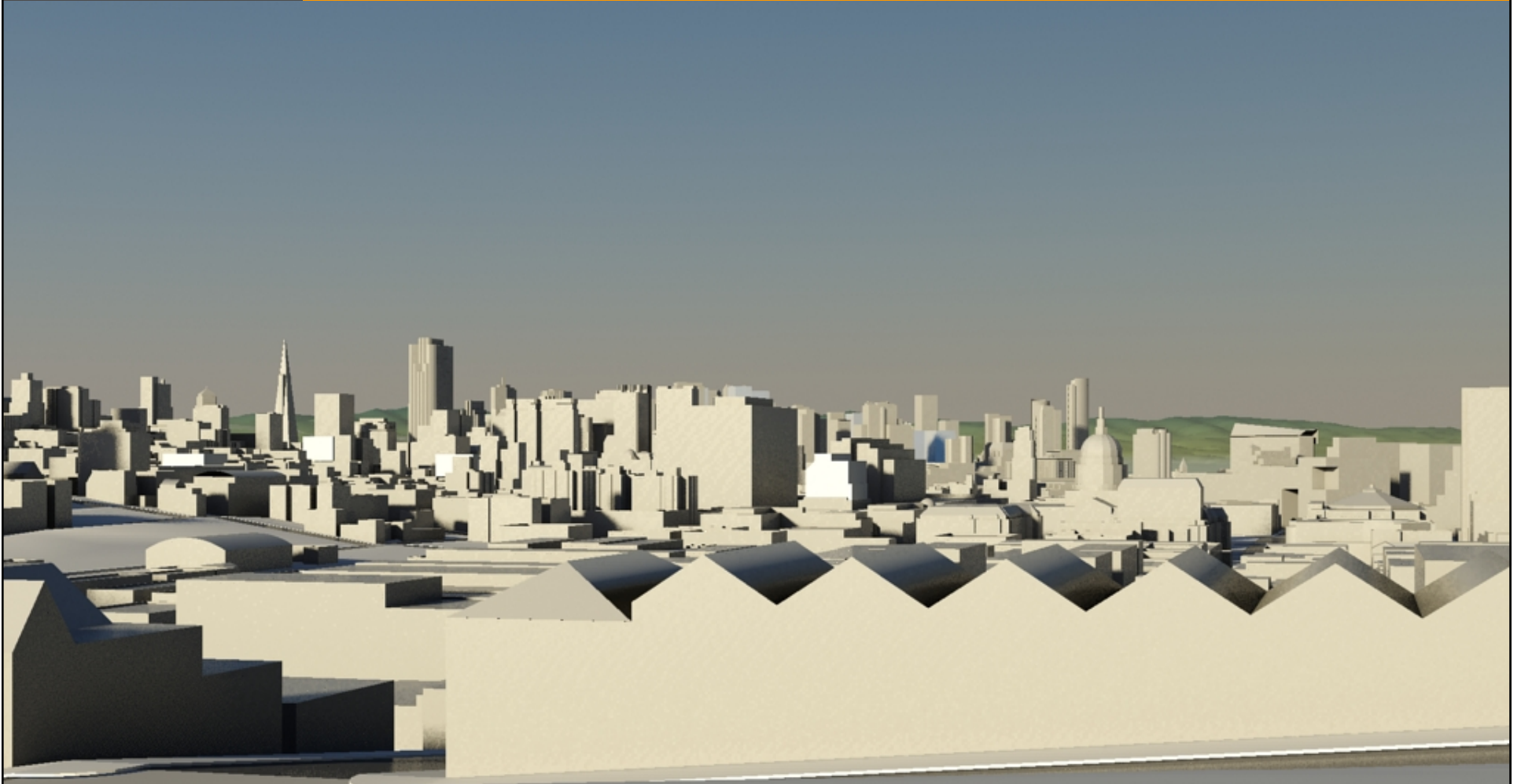
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Dolores Park: 1,200' + Proposals



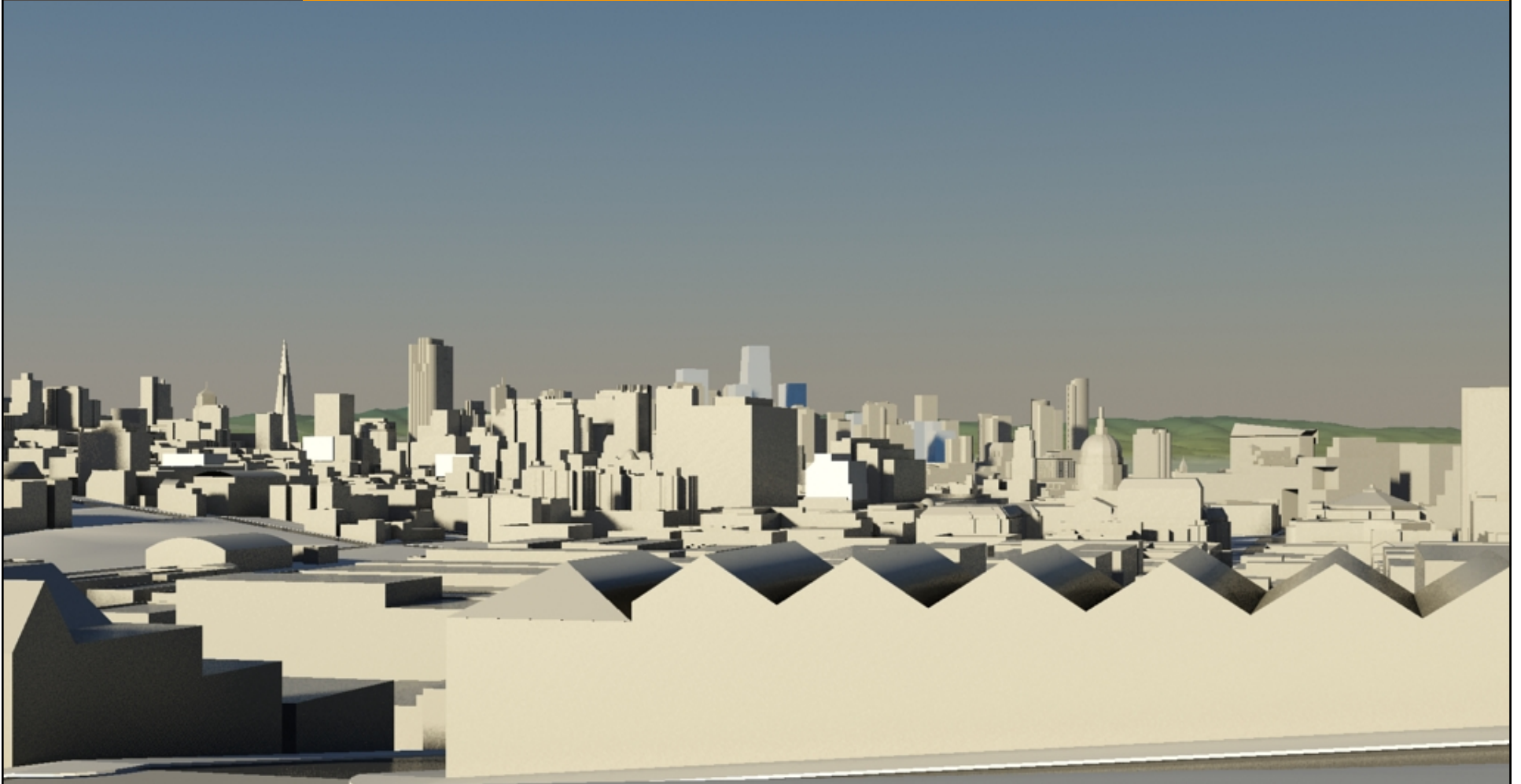
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Alamo Square: Existing Zoning



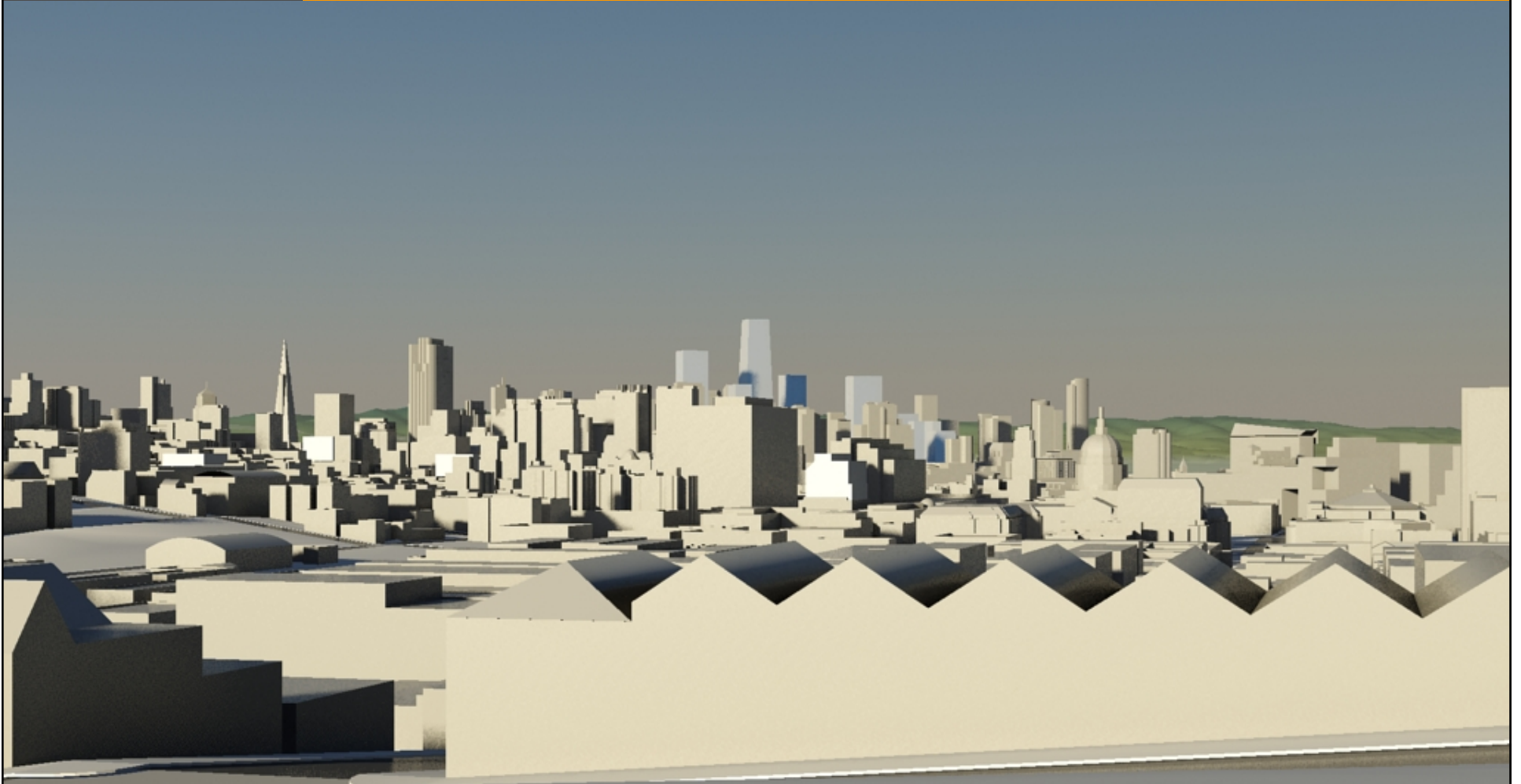
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Alamo Square: 850'



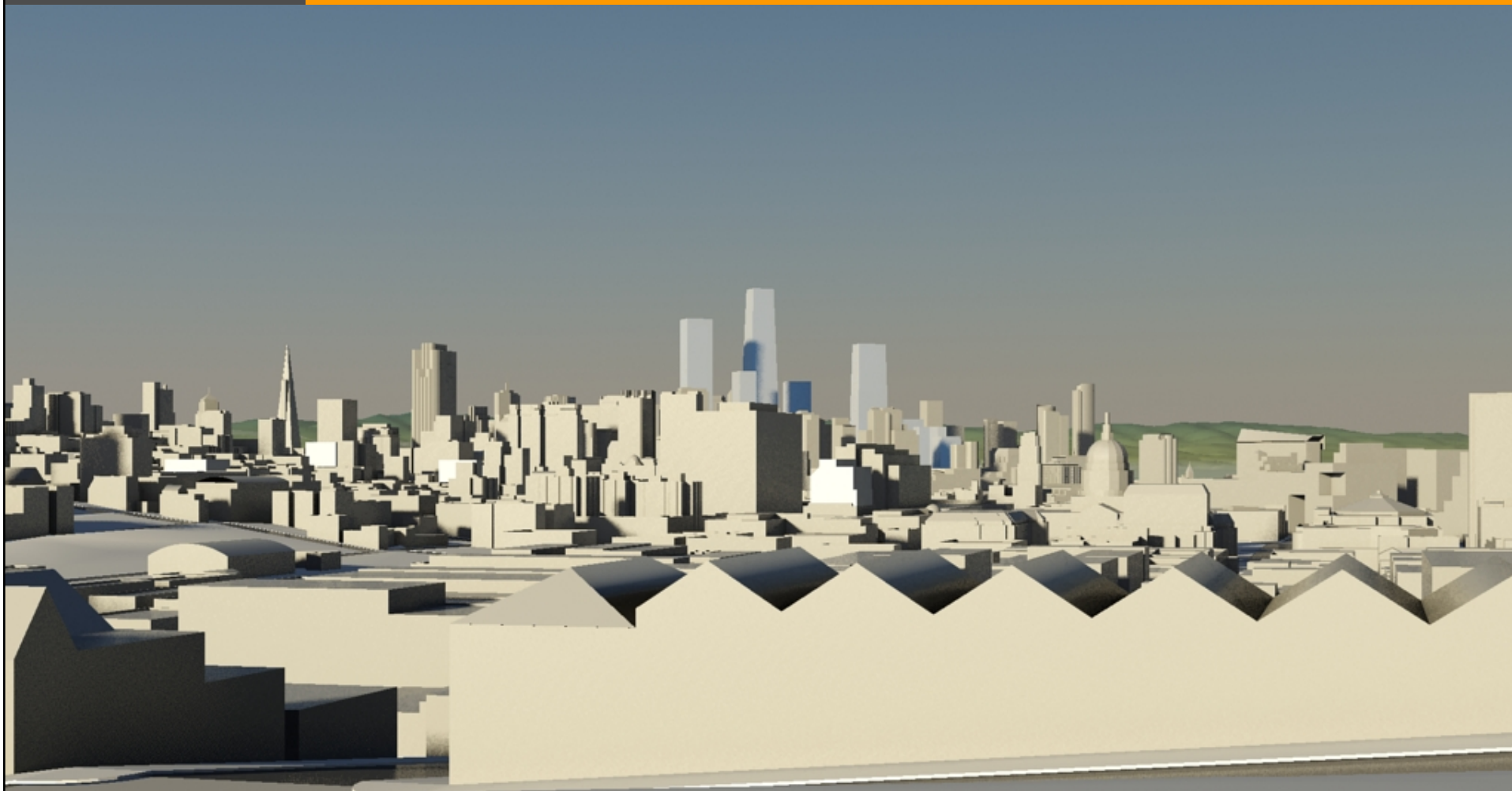
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Alamo Square: 1,000'



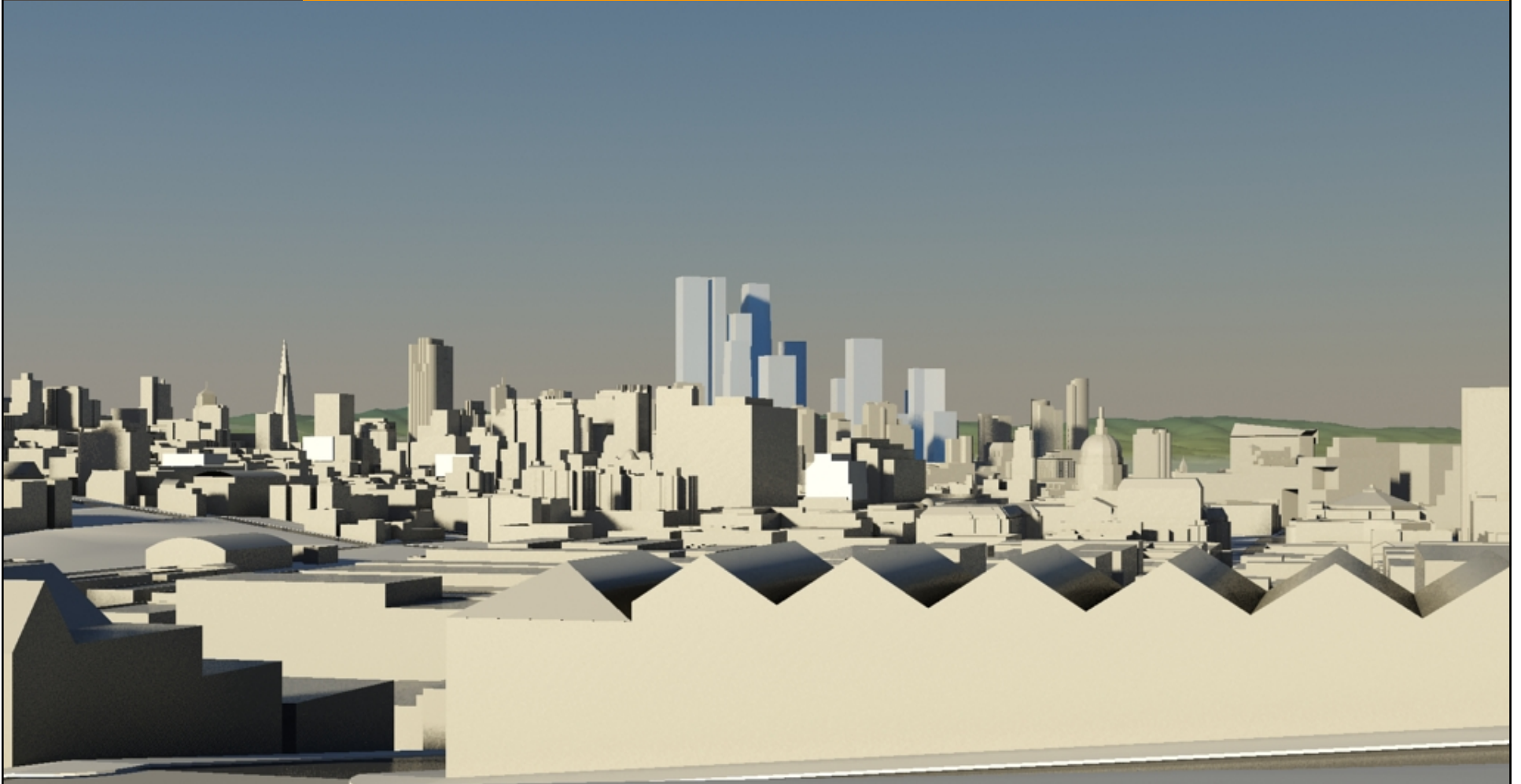
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Alamo Square: 1,200'



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Alamo Square: 1,200' + Proposals



Conceptual Illustration Only

Bay/Treasure Island: Existing Zoning



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Bay/Treasure Island: 850'



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Bay/Treasure Island: 1,000'



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Bay/Treasure Island: 1,200'



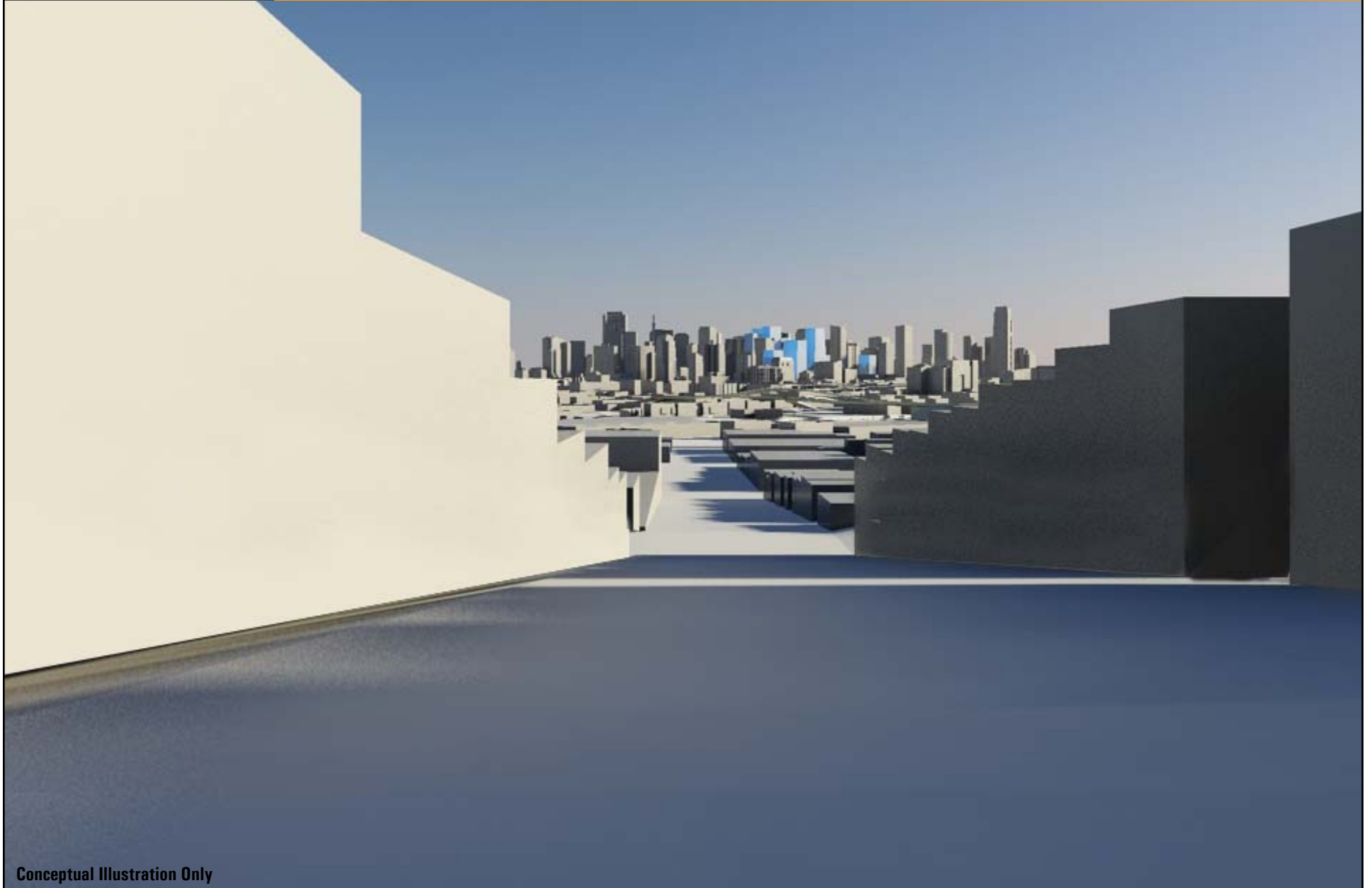
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Bay/Treasure Island: 1,200' + Proposals



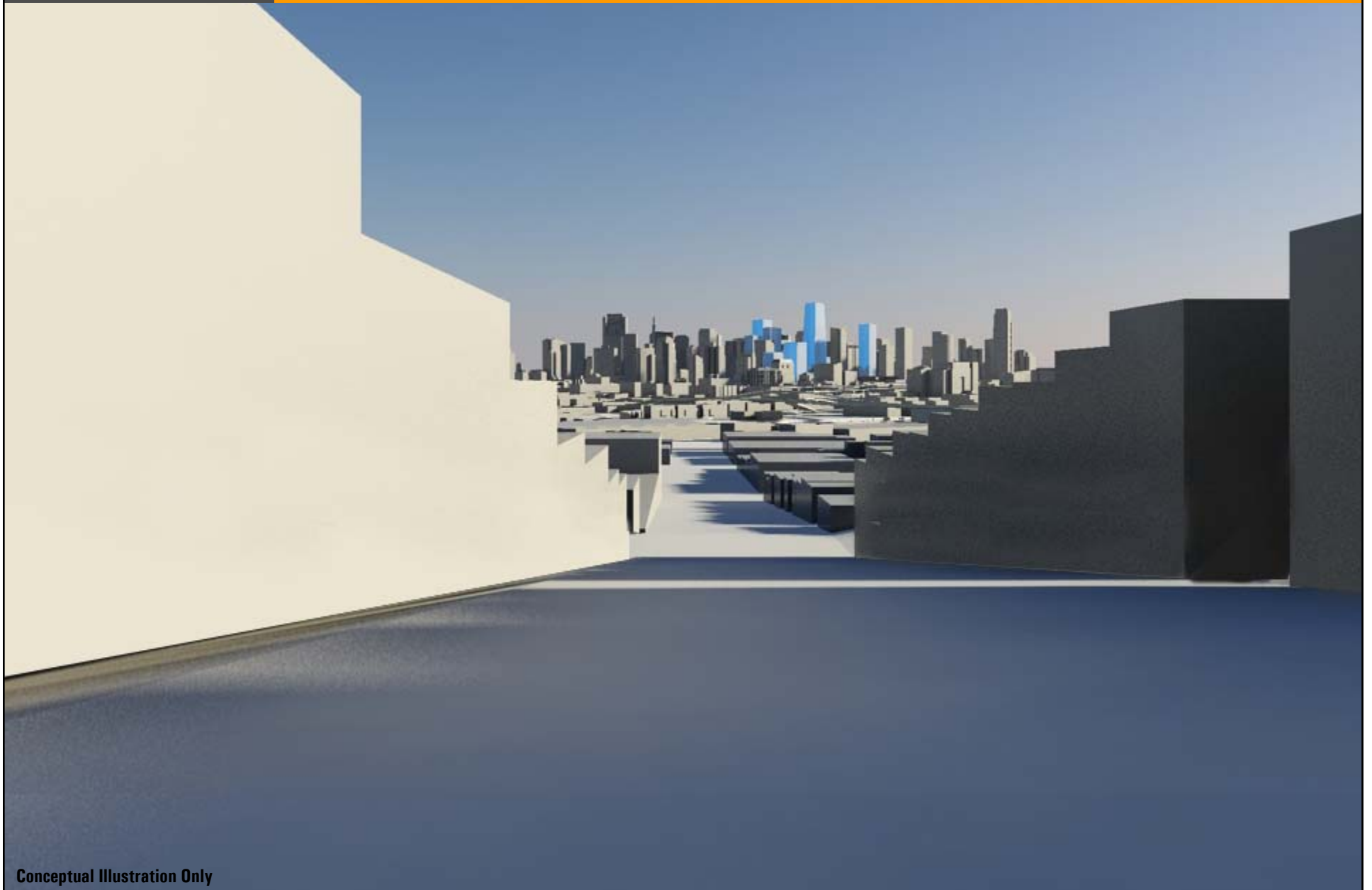
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Potrero Hill: Existing Zoning



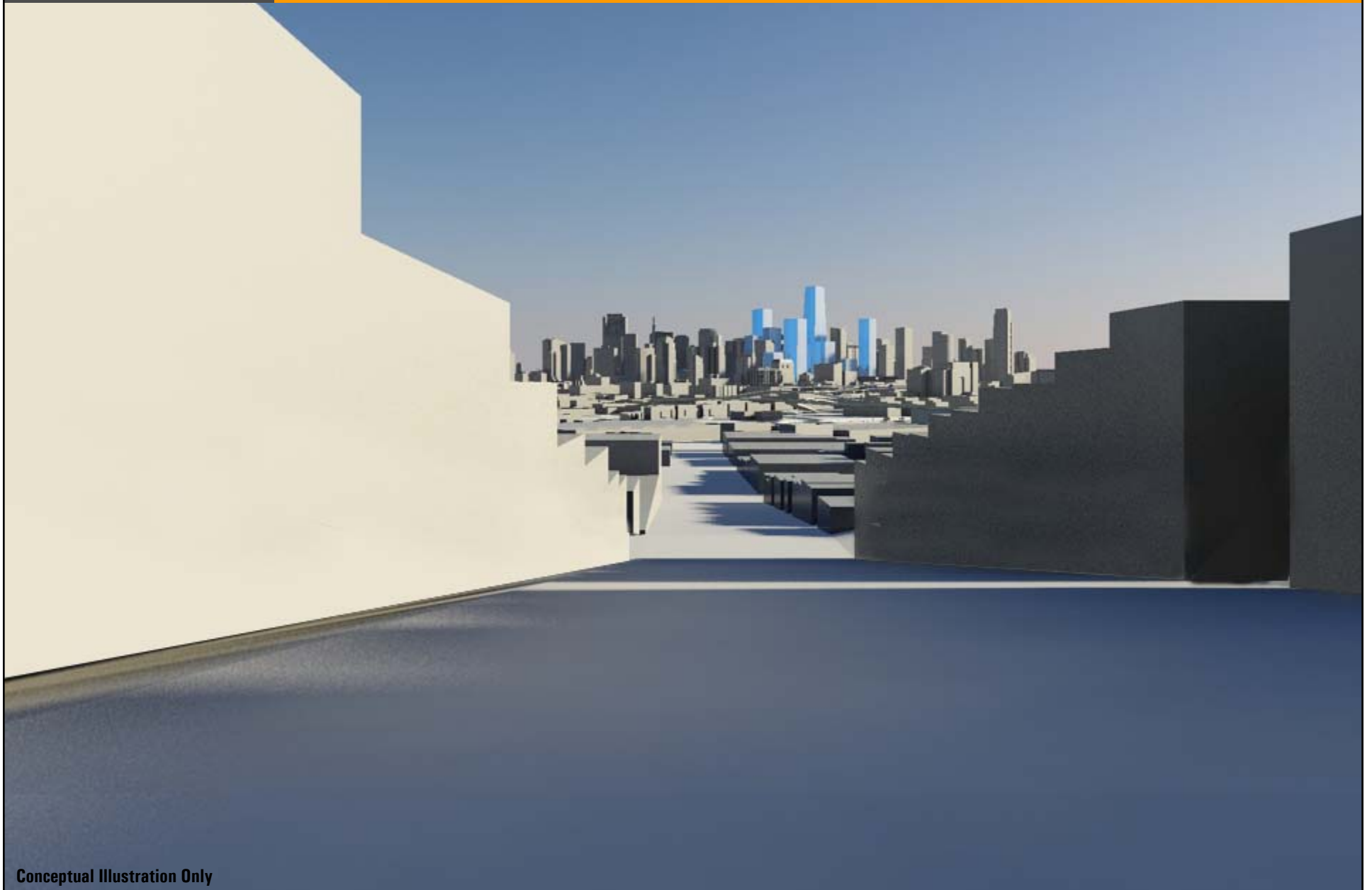
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Potrero Hill: 850'



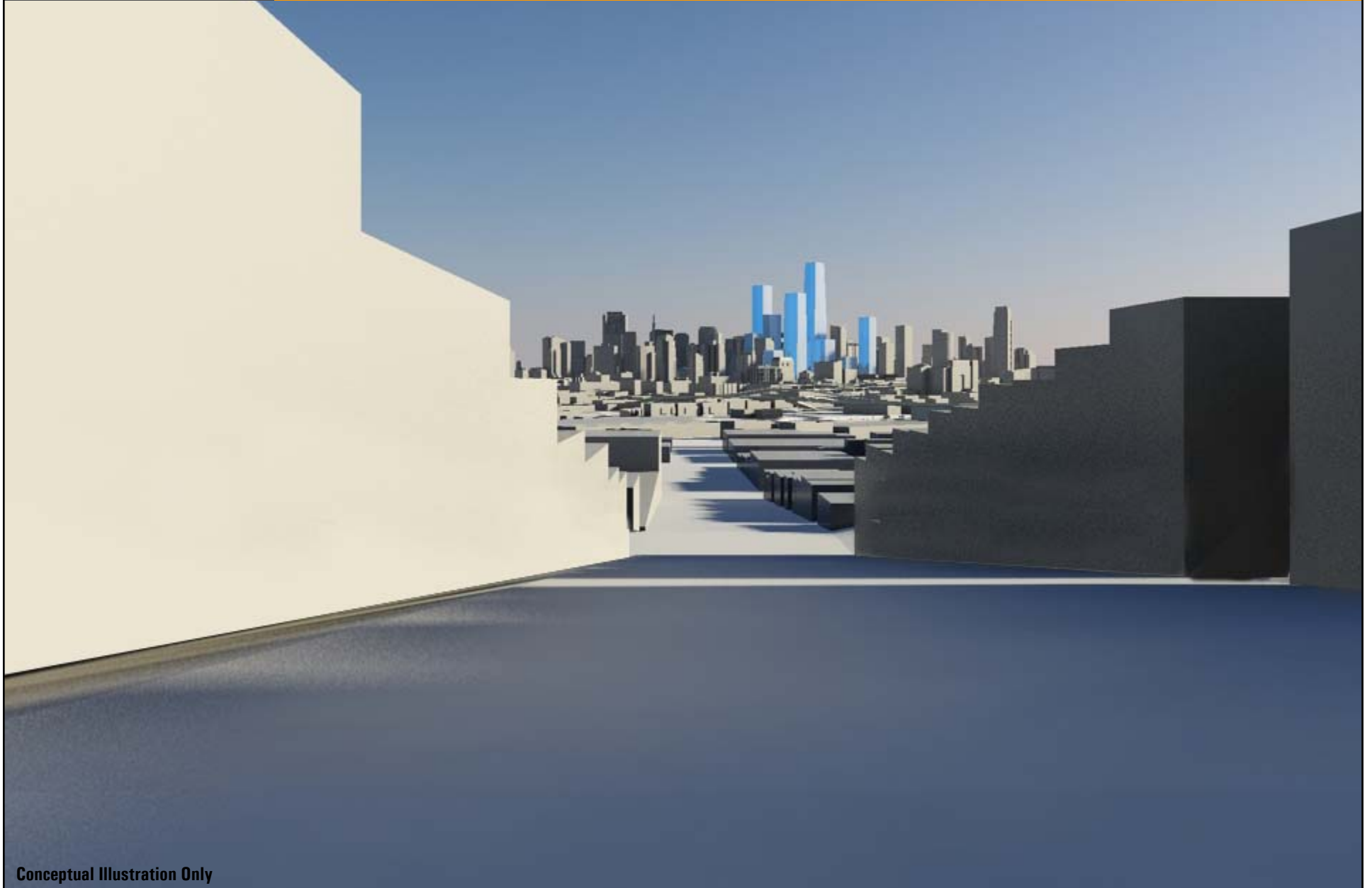
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Potrero Hill: 1,000'



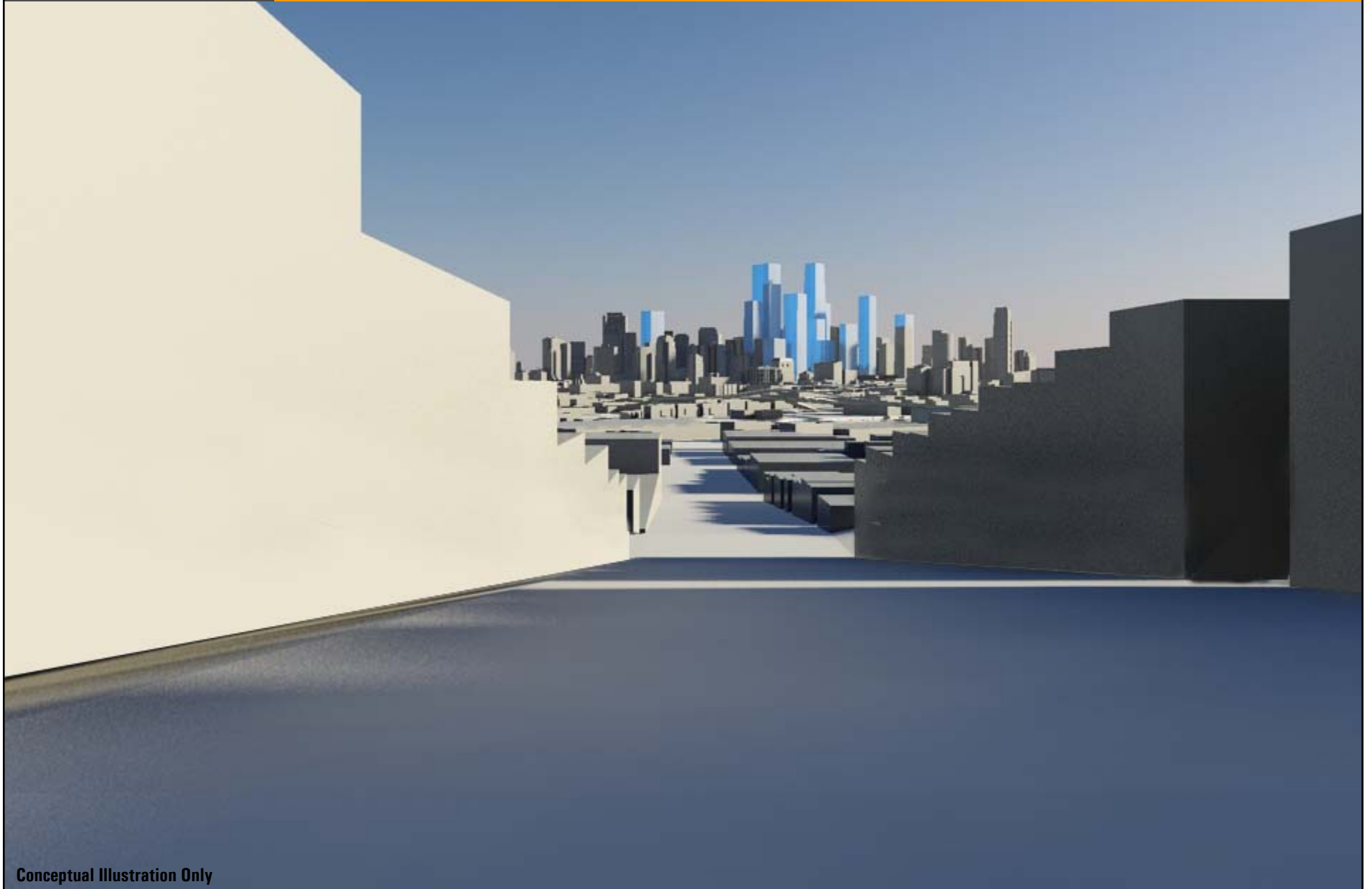
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Potrero Hill: 1,200'



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Potrero Hill: 1,200' + Proposals



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Bay Bridge



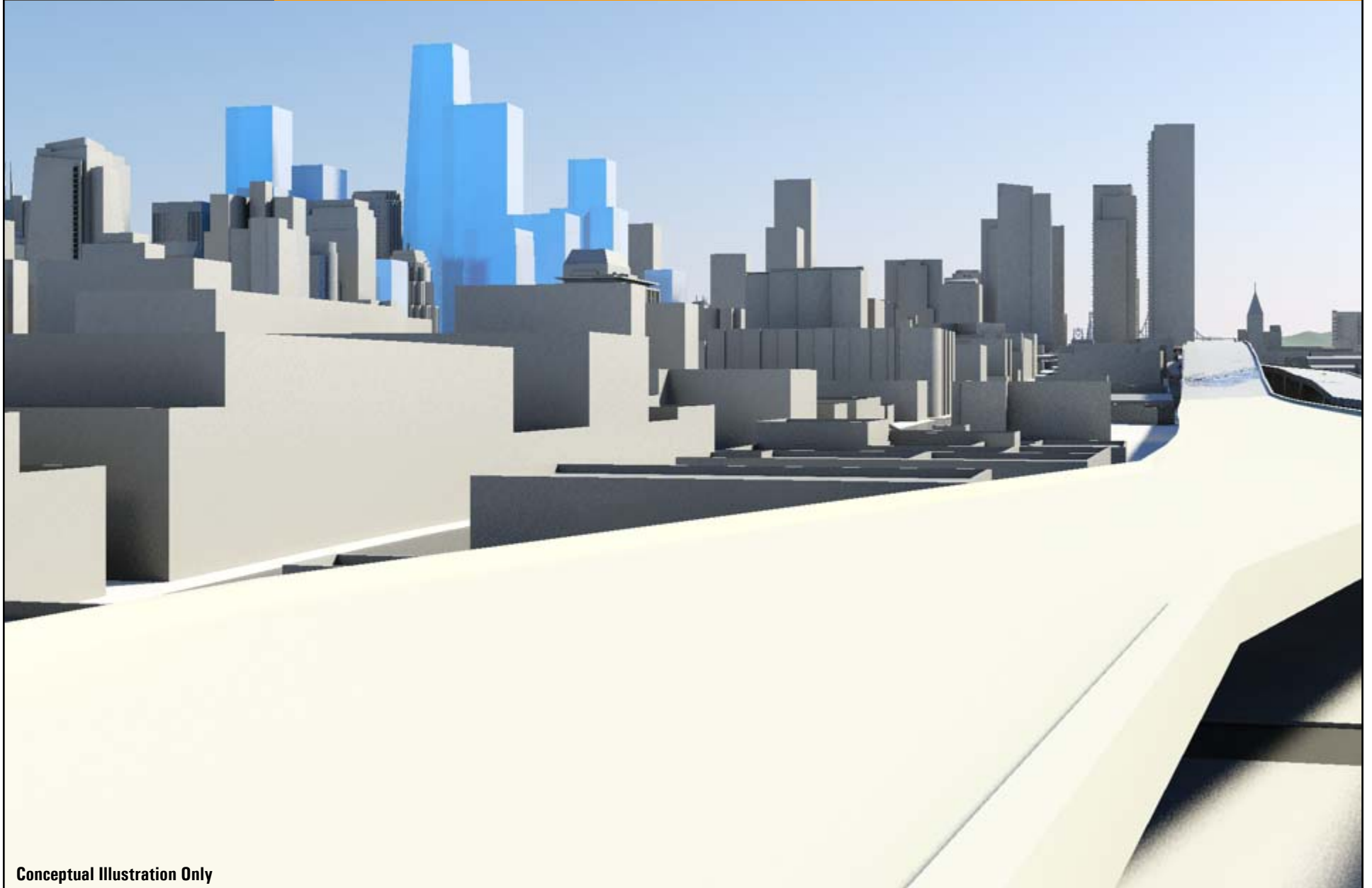
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Golden Gate Bridge



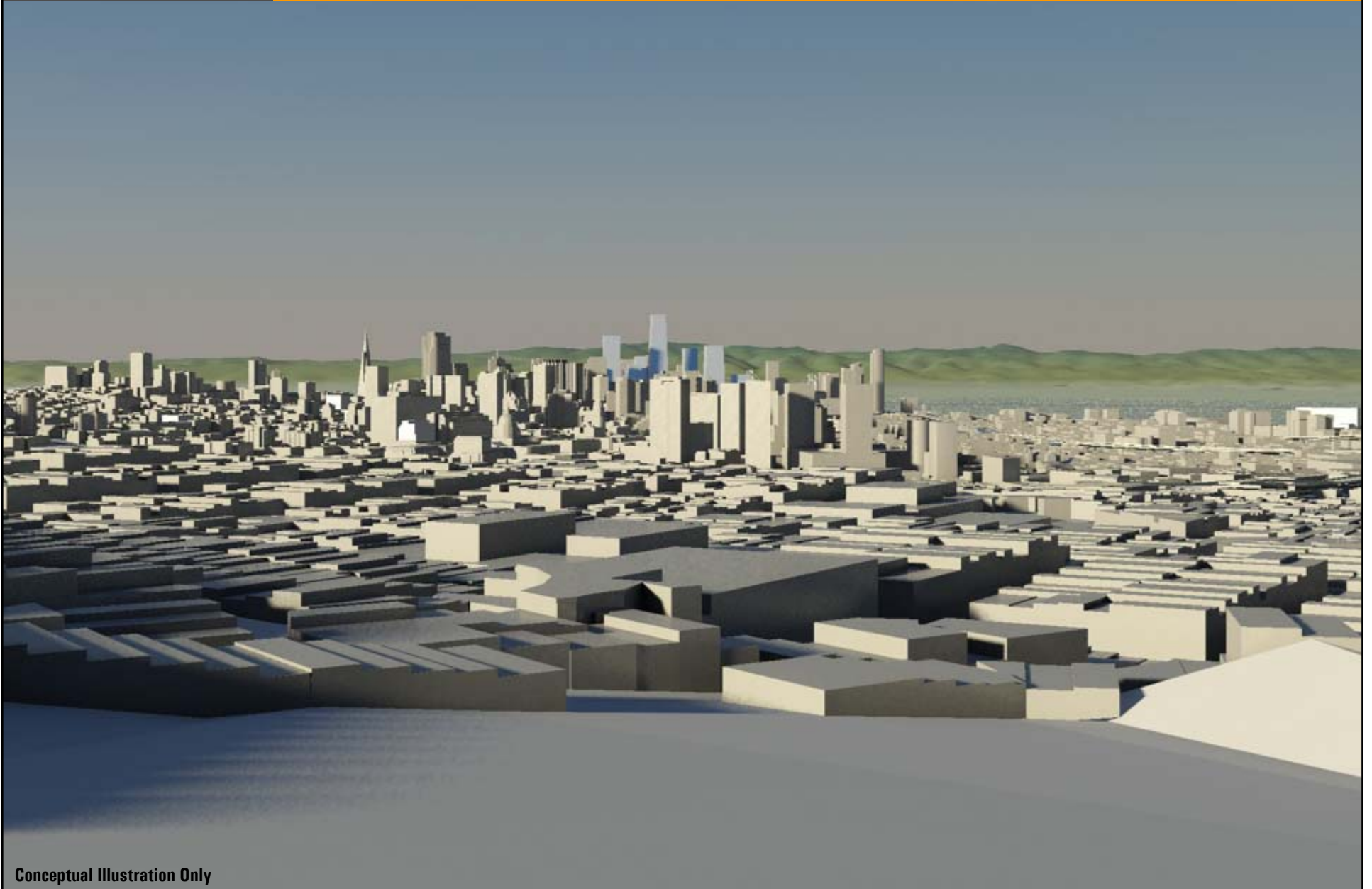
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West Approach



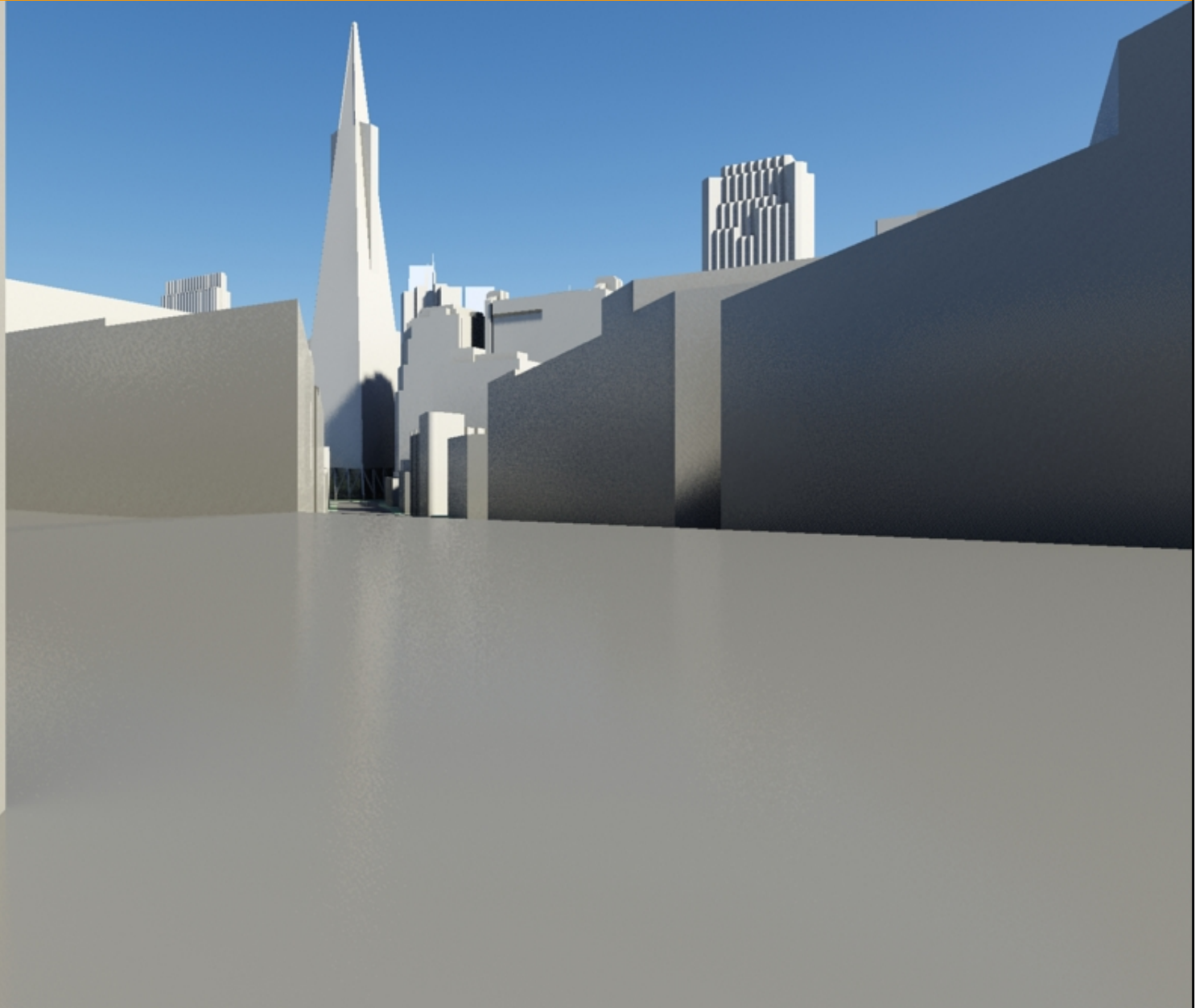
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Corona Heights



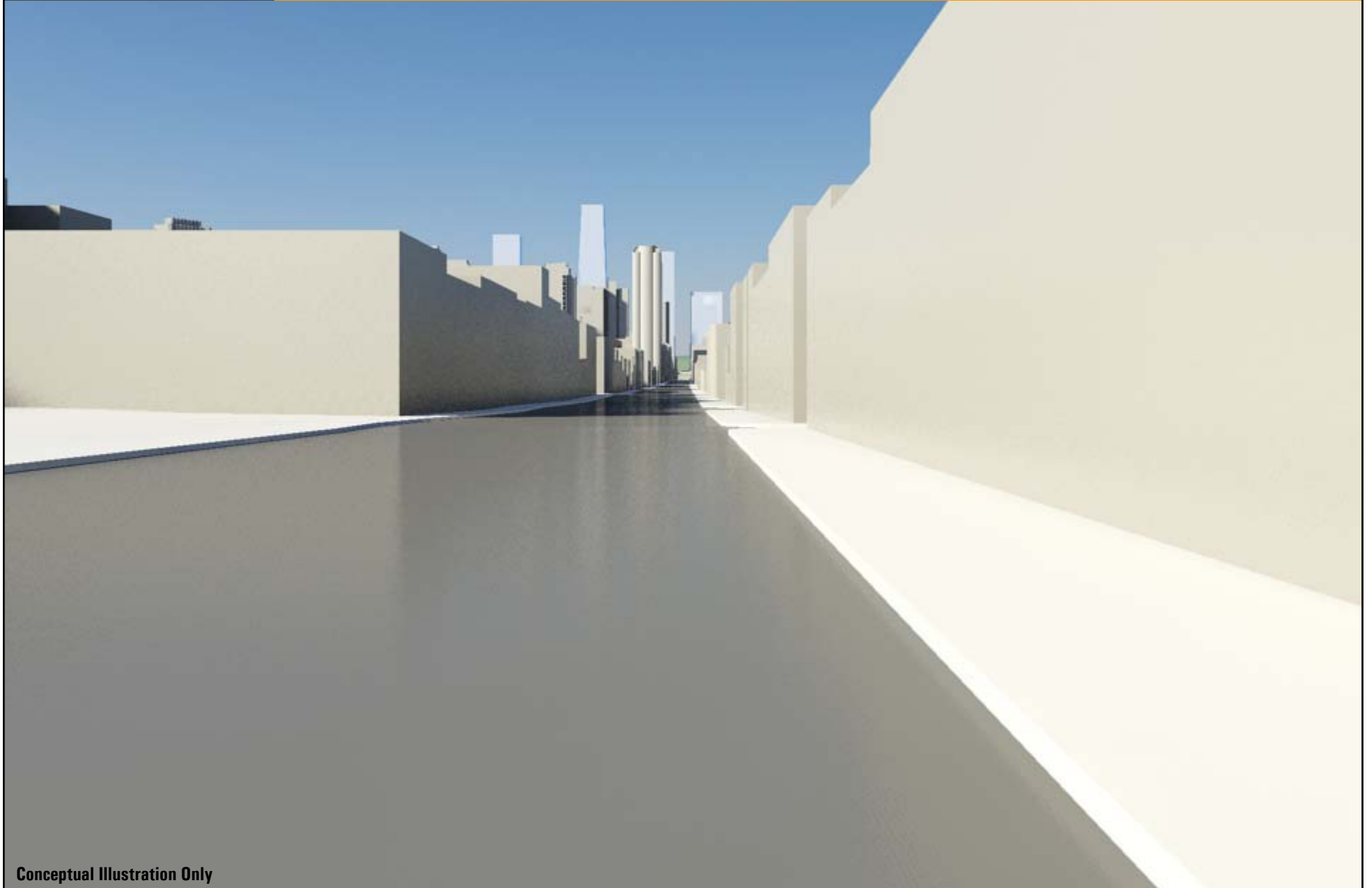
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Columbus Ave



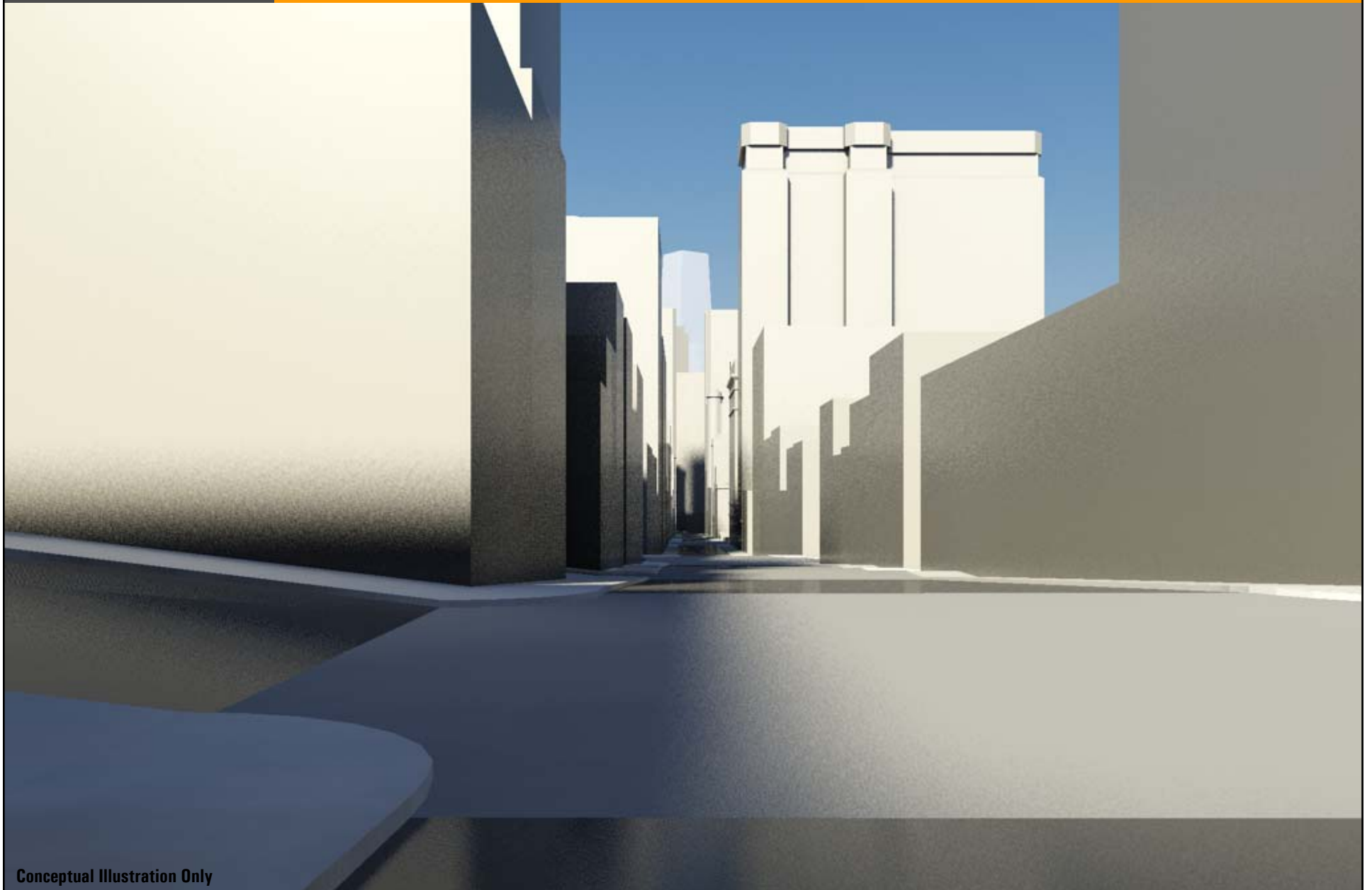
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Howard Street



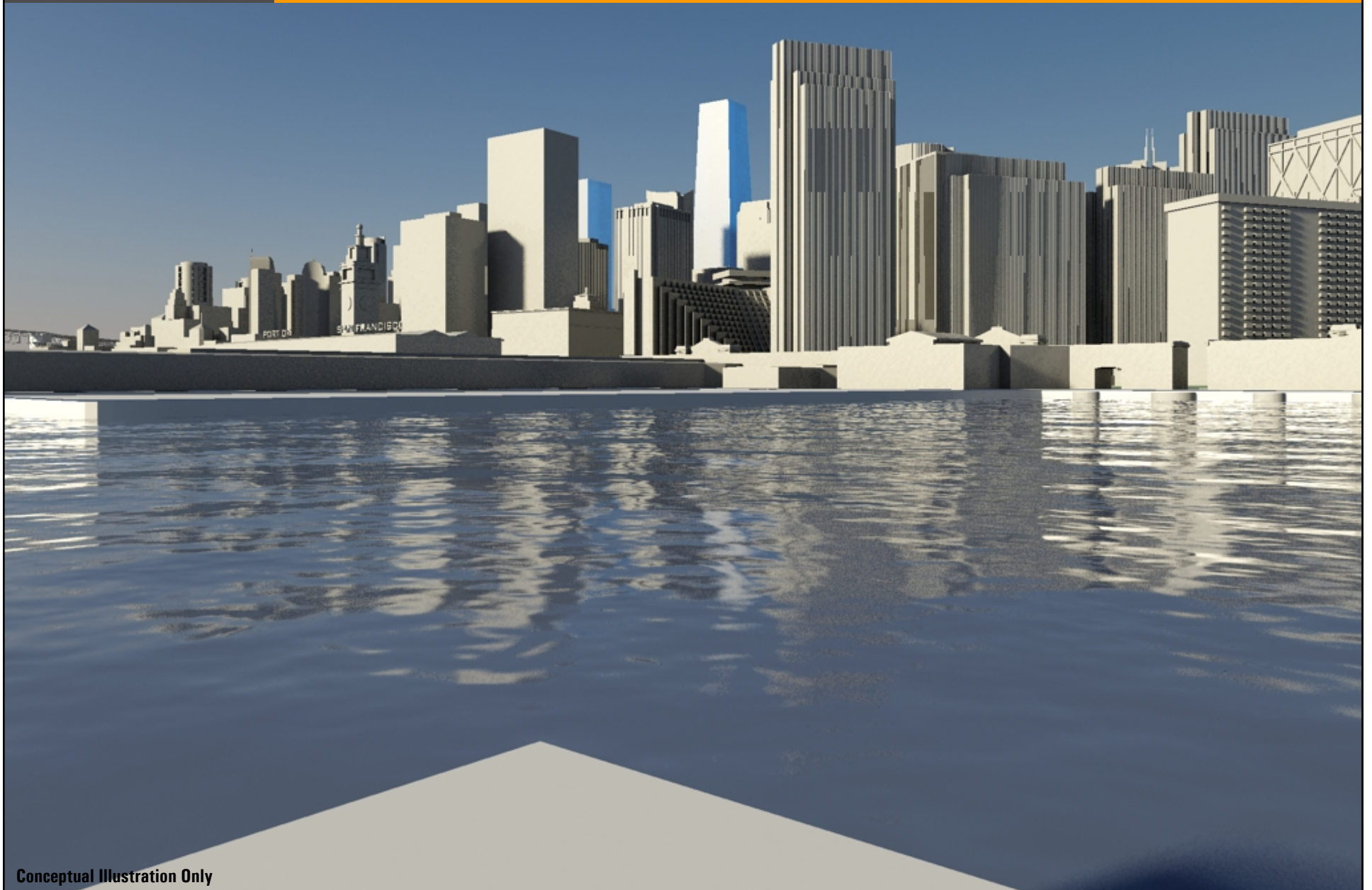
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Post Street



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Pier 7



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