Urban Form
Urban Form Factors

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

1972

1985
Downtown Plan: Emphasis on Transit Center

- Transbay Terminal
- Highest Allowed Heights
- Development Transfer District
Downtown Plan: Heights
Downtown Plan: Heights
Downtown Plan: Heights

MARKET ST. SPINE
New Montgomery-2\textsuperscript{nd} St Conservation District
Skyline: Topography of Hills and Valleys
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.
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

Conceptual Illustration Only
Urban Form Principles

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

Approx. 200’
Nearby tall buildings should step down in increments of at least 150’-200’ from the Transit Tower.
Transition heights down from Howard Street to Folsom Street and maintain a lower “saddle” to clearly distinguish the downtown form 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.
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.
Opportunity Site Analysis
Opportunity Site Analysis

Plan Boundaries
- Transit Center District Plan area
- Transbay Redevelopment Area
- TB Red. Area Zone 1

Opportunity Sites
- 5% Soft site
- 30% Soft site
- Filed Developer Proposal
Opportunity Site Analysis

Plan Boundaries
- Transit Center District Plan area
- Transbay Redevelopment Area
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Opportunity Sites
- 5% Soft site
- 30% Soft site
- Filed Developer Proposal
- Approved but not yet built
Heights

Scenario 850’ Transit Tower
Scenario 1,200’ Transit Tower + Maximum Developer Proposals
3-D Urban Form/View Analysis

View/Skyline Simulations from:

- Twin Peaks
- Potrero Hill
- Golden Gate Bridge
- Dolores Park
- Bay/Treasure Island
- Union Square
- Post Street
- South of Market streets (2nd Street, Howard Street)
- Corona Heights Park
- Hwy 101 north
- Bay Bridge
- Alamo Square
- Pier 7
- Columbus Ave
- Bay Bridge West Approach
Twin Peaks: Existing Zoning

Conceptual Illustration Only
Twin Peaks: 1,000’
Twin Peaks: 1,200'
Twin Peaks: 1,200’ + Proposals

Conceptual Illustration Only
Dolores Park: Existing Zoning

Conceptual Illustration Only
Dolores Park: 850'
Conceptual Illustration Only
Dolores Park: 1,200’ + Proposals

Conceptual Illustration Only
Alamo Square: 1,200’

Conceptual Illustration Only
Alamo Square: 1,200’ + Proposals
Bay/Treasure Island: 850’
Bay/Treasure Island: 1,000’

Conceptual Illustration Only
Bay/Treasure Island: 1,200’

Conceptual Illustration Only
Bay/Treasure Island: 1,200’ + Proposals
Potrero Hill: Existing Zoning

Conceptual Illustration Only
Potrero Hill: 850'
Potrero Hill: 1,000’

Conceptual Illustration Only
Potrero Hill: 1,200’ + Proposals

Conceptual Illustration Only
Golden Gate Bridge
Corona Heights

Conceptual Illustration Only
Howard Street