



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Amendment to Design for Development

HEARING DATE: JUNE 13, 2013

Date: June 6, 2013
Case No.: **2013.0196U**
Project Address: **Hunters Point Shipyard Phase I**
Zoning: HPS Redevelopment Project Area
Block/Lot: 4591C / 001-211
4591D/ 001-143
Project Sponsor: Thor Kaslofsky
Office of Community Investment and Infrastructure (OCII)
(Successor to the Redevelopment Agency)
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Recommendation: **Approval**

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PROJECT DESCRIPTION

The proposal is to amend the Design for Development Hunters Point Shipyard Redevelopment Project Phase I. This Design for Development provides design controls and guidelines for new buildings within the first phase of the Hunters Point Redevelopment Project. This Design for Development was originally endorsed by the Planning Commission in 1997 and has been amended twice before, in 2004 and when the Commission approved the Candlestick Point Hunters Point Shipyard Phase II development project in June 2010.

The subject amendments are relatively minor: they consist of enabling minor increase of density on several of the blocks, some additional bulk for buildings that are 100 percent affordable, clarifications to assure consistency between the subject document and other development documents, and other minor changes as shown in Exhibits C and D. While this amendment would allow some density increases on a block-by-block basis, it should be noted that maximum number of units for Phase I would still be controlled by the Redevelopment Plan. In order to conform to the Final Map for the Hilltop area of the Shipyard, recorded on August 12, 2009 as No. 815-396 the density for Hilltop blocks has been increased as follows:

- Block 49 increased from 100 to 135/DU
- Blocks 52, 53, 54 increased from 73 to 80 DU
- Blocks 56, 57 increased from 54 to 70 DU

SITE DESCRIPTION AND PRESENT USE

Phase I of the Hunters Point Shipyard Redevelopment Project Area consists of 75 acres of the Shipyard site that are on the higher elevation portions of the site. Phase I, also referred to in other Shipyard-related documents as “Parcel A” and “Area 1” are further divided into two sub-areas referred to as “Hillside” and “Hilltop”. “Hillside” is located on west most portion of the Shipyard at a higher elevation than most of the Shipyard. Access to the Hillside portion is generally through the curvilinear road network of the Hunters Point Hill neighborhood. “Hilltop”, also located at a higher elevation but at the center of the Shipyard, and features downward steep slopes along three of its sides enabling panoramic views. Access to “Hilltop” is most directly from Innes Avenue, which will also be the access to Phase II of the Shipyard development. Access can also be made through the Hunters Point Hill road network. Site grading, new streets and sidewalks, and most platting has been complete for Phase I; no vertical construction has started. The road pattern for Hilltop is characterized as a modified grid with a curvilinear pattern for the outer most street that generally follow the top of the site’s steep slopes. The “Hilltop” is divided into eleven blocks. The “Hillside” feature two parallel streets with development blocks on each side; its divided into three to four blocks and 350ots.

The Hunters Point Redevelopment Plan anticipates the development of approximately 1,500 units, and roughly 26 acres of open space as a part of Phase I. OCII staff reports that up to forty-percent of the units are planned to be affordable.

SURROUNDING PROPERTIES AND NEIGHBORHOOD

As noted above, Phase I sits at the higher elevations of the Shipyard. At the lower elevation is Phase II, which is currently undergoing environmental clean-up of the US Navy. Phase II of the Shipyard, approved in 2010, will consist of approximately 4,275 units, roughly 3 million square feet of research and development / office, an arts center and district, and 150 acres of new parks. To the north and west of the subject site is Hunters Point Hill, which is generally characterized by lower density residential development. Hunters Point Hill includes several San Francisco Housing Authority projects including Westbrook and Hunters View are located within the Hunters Point Hill neighborhood. Also to the northwest is the India Basin Shoreline neighborhood.

BACKGROUND

The Hunters Point Shipyard Redevelopment Plan was originally adopted in 1997. In 1993, the Agency entered into a Disposition and Development Agreement with Lennar Urban to develop the first phase of development (Phase I). In 1994, the Redevelopment Plan and associated Design for Development was amended, in part, to enable the implementation of Phase I. The first phase of development, in turn, was enabled by land being ready for transfer by the Navy to the Agency. Phase I at the time consisted of Hillside and Hilltop subareas along with portions of the northeast, mostly flat, portion of the site (referred to as Parcel B). Subsequent to these amendments, only a portion of Parcel B (referred to as Block 1) was included in Phase I; the rest was moved to Phase II.

Since 2003 time several other design documents have been created to implement the project including, but not limited to, a Streetscape Master Plan, Schematic Streetscape Plan, and Open Space Plan. Infrastructure improvements, including streetscape, have been completed for the Hilltop portion of the site. Most of the Hilltop portion of the site has also been platted. Finally, building designs for four of the eleven blocks have been approved. No vertical construction has yet begun.

ENVIRONMENTAL REVIEW

The Hunters Point Shipyard Redevelopment Project and associated Phase I Design for Development document has been analyzed under two Environmental Impact Reports EIRs and two addendum to the original EIR. (Case No. 1994.061E, Motion 14981; Case No. 2003.0241E, Motion 16899; Case No. 2006.0829E; Case No. 2007.0946E, Motion No. 18096). The Draft Resolution for the subject action includes findings that the subject amendments are consistent with the previous environmental analysis.

HEARING NOTIFICATION

Hearing notification is not required for the Commission to approve the amendments to the Phase 1 Design for Development. However, the OCII works directly with Hunters Point Shipyard Citizen Advisory Committee (HPC CAC) who is supportive of the amendments.

PUBLIC COMMENT

- Planning staff has not received any public comment regarding these amendments.

ISSUES AND OTHER CONSIDERATIONS

- The Hilltop's horizontal improvements have largely been complete. OCII staff has stated that four of the eleven development blocks on the Hilltop portion of the site have been approved for construction (Blocks 50, 51, 53, and 54 – see page 12 of the Design for Development). OCII staff anticipates that three additional blocks will be ready for approval in the very near future (Blocks 49, 56 and 57). However, the subject Design for Development amendments are necessary to allow these approvals because the block-by-block density limits and the bulk limits for the affordable site would not allow them as currently proposed. Planning staff believe these density increases are appropriate, are generally consistent with the intent of the overall Plan, will improve the quality of design than would result from the existing controls, and will not negatively impact the overall development. The overall density of Phase I would not be increased.

- OCII staff has worked with Planning staff to ensure that controls will result in a lively pedestrian environment; special attention continues to be paid to how buildings interface the public realm through appropriate activation, building modulation, setbacks, and other controls and guidelines.
- The subject Design for Development document is largely in its original format from 1997. While this is not a format that current Design for Developments and similar documents would be created if they were created today, OCII staff states that it is important to retain the current format for consistency and ease of implementation and to enable development to move forward as quickly as possible.
- OCII staff indicates that, while they are ready to begin construction on the Hilltop portion of the site, construction on the Hillside portion is further off, and will most likely require further amendments to the Design for Development in the future

REQUIRED COMMISSION ACTION

Pursuant to the Design for Development Hunters Point Shipyard Redevelopment Project Phase I document, the Planning Commission is required to approve any amendments to the Design for Development.

BASIS FOR RECOMMENDATION

- The amendments are minor in nature and maintain the overall intent of the Design for Development document.
- The amendments would enable a slight increase in density for some of the blocks while maintaining Phase I's overall density limit. The amendments would enable the approval for at least three additional blocks in the near future.
- Some of the amendments will bring the Design for Development more consistent with other Planning Department and Code policies and design standards around parking and car share.
- The Amendments are consistent with the General Plan, Planning Code Section 101.1, and the Hunters Point Shipyard Redevelopment Plan.
- The Bayview community and the rest of the City has been waiting to see construction begin at the Shipyard. These amendments will further enable construction to begin.
- Planning staff has heard no opposition to these amendments.

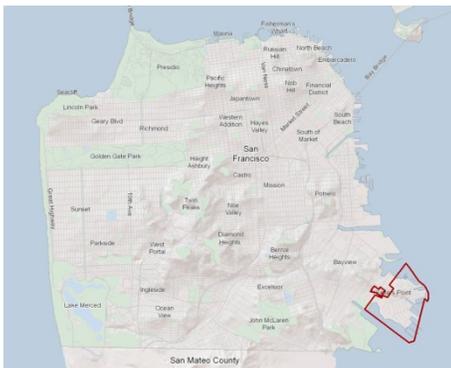
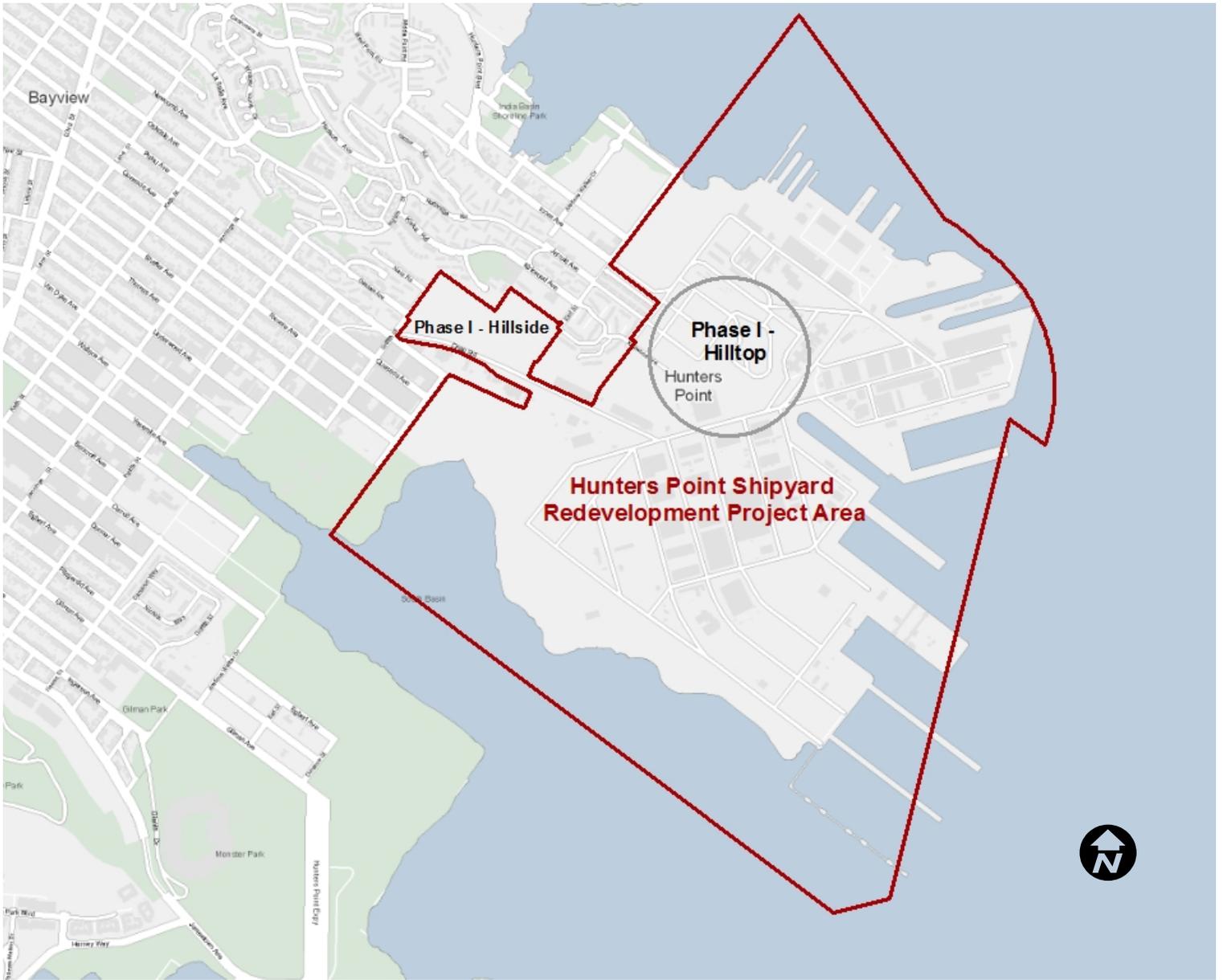
RECOMMENDATION: Approval

Exhibits

- A: Location Map
Aerial Photograph
- B: Draft Motion
- C: List of Proposed Changes
- D: Amended Design for Development Document in Redline Form

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Location Map



Design for Development
Case Number 2013.0196U
Hunters Point Shipyard Phase I

Aerial Map



Design for Development
Case Number 2013.0196U
Hunters Point Shipyard Phase I



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DRAFT Planning Commission Resolution No.

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Date: **June 6, 2013**
Case No.: **2013.0196U**
Project: **Hunters Point Shipyard Phase I Amendments to the Design for Development Agreement**
Location: **Hunters Point Shipyard**
Staff Contact: **Mat Snyder – (415) 575-6891
mathew.snyder@sfgov.org**
Recommendation: **Approval**

FORMULATING A RESOLUTION TO APPROVE AMENDMENTS TO THE HUNTERS POINT SHIPYARD PHASE I DESIGN FOR DEVELOPMENT DOCUMENT.

WHEREAS, The Hunters Point Shipyard Redevelopment Plan was adopted by the Board of Supervisors in 1997. In accordance with Community Redevelopment Law, the San Francisco Redevelopment Agency (Agency) prepared a proposed Redevelopment Plan for the Hunters Point Shipyard Redevelopment Project Area (Project Area). A document entitled Design for Development, Hunters Point Shipyard Redevelopment (Design for Development) was prepared and reviewed by the San Francisco Redevelopment Agency and the Planning Department staff and was presented for Planning Commission (Commission) Endorsement in 1997. Originally, a single Design for Development document addressed the entire Hunters Point Shipyard Redevelopment Project Area.

On August 28, 1997, by Planning Commission Resolution 14447, the San Francisco Planning Commission endorsed the Design for Development. The document set forth design criteria and controls that guide review of development in the project area by the Agency (now the Office of Community Infrastructure and Investment (OCII)). The Design for Development document also sets forth that all amendments to the Design for Development would be required to be approved by the Commission.

In 2003, the Agency entered into a Disposition and Development Agreement (DDA) with the Shipyard developer for the first phase of development (Phase I). Under this DDA, the Shipyard developer was required to construct infrastructure for up to 1,600 residential units, of which approximately 40 percent were to be affordable. The Phase I DDA also requires the Shipyard developer to create approximately 26 acres of public parks and open space within the first phase.

On December 9, 2004, the Commission adopted Resolution 16904 approving amendments to the Design for Development. These amendments were made in preparation for the first phase of development as described above. Amendments included changes to maps designating street and block layout within the Project Area, allowable densities, allowable building heights and floor area ratios (FAR), among other controls. At this point, the Design for Development document continued to address the entire Shipyard site.

Since 2004, the Shipyard developer has worked with the Agency to create a Streetscape and Open Space Plan to further implement the Redevelopment Plan in developing Phase I of the Shipyard site. The Shipyard developer has completed almost all horizontal development (streets and infrastructure) and platting for Phase I.

On June 6, 2010, the Planning Commission adopted Resolution 18104 approving the Design for Development document for Hunters Point Shipyard Phase II, and technical amendments to the subject Design for Development Document. Leading up to this 2010 approval, the City and Agency began a planning process to re-envision Candlestick Point and Phase II of the Shipyard as an integrated development as a means to create a more coherent overall plan, including comprehensive public recreation and open space plans and integrated transportation plans, and to provide better ways to increase efficiencies toward financing the development of affordable housing and public infrastructure necessary to expedite the revitalization of both areas.

Along with approval of the Design for Development documents, the Commission approved amendments to both the Bayview Hunters Point and Hunters Point Shipyard Redevelopment Plans, Planning Code text and map amendments, General Plan amendments, and Office Allocation findings. Amendments made to the subject Phase I Design for Development document were technical in nature, largely separating out the portion of the Hunters Point Shipyard Redevelopment Project Area that would be subject to the newly created Phase II Design for Development.

The San Francisco Redevelopment Agency, along with all 400 redevelopment agencies in California, was dissolved on February 1, 2012, by order of the California Supreme Court in a decision issued on December 29, 2011 (California Redevelopment Association et al. v. Ana Matosantos). On June 27, 2012, the California Legislature passed and the Governor signed AB 1484, a bill making technical and substantive changes to AB 26, the dissolution bill that was found largely constitutional by the Supreme Court on December 29, 2011. In response to the requirements of AB 26 and AB 1484, the City and County of San Francisco has created the Office of Community Investment and Infrastructure as the Successor Agency to the San Francisco Redevelopment Agency (interchangeably “OCII” or “Successor Agency”) which is authorized to continue to implement three major redevelopment projects that were previously administered by the former Redevelopment Agency: 1) the Mission Bay North and South Redevelopment Project Areas, 2) the Hunters Point Shipyard Redevelopment Project Area and Zone 1 of the Bayview Redevelopment Project Area, and 3) the Transbay Redevelopment Project Area.

In accordance with the DDA and the Redevelopment Plan, the Agency and Successor Agency have to date approved new construction for four of the eleven blocks in the “Hilltop” portion of Phase I. The Successor Agency anticipates approving development for three additional blocks in the near future.

In further analyzing the subject Phase I Design for Development in light of the development to date and expected in the near future, OCII staff found a need for further amendments to enable small density increases on some blocks (while maintaining Phase I’s overall density limit) and other minor amendments to clarify various controls and ensure consistency with other implementing documents. The Successor Agency staff worked closely with Planning Department staff to maintain the original spirit of the Design for Development document and ensure that said document produces high-quality development consistent with San Francisco’s core urban design principles.

On February 8, 2000 under Planning Case 1994.061E, the Planning Commission, by Motion 14981 certified the Hunters Point Shipyard Reuse Final Environmental Impact Report.

Motion No.
Hearing Date: June 13, 2013

Case No. 2013.0196U
Candlestick Point – Hunters Point Shipyard
Phase I Design for Development Approval

On November 19, 2003, the Planning Department issued a Memorandum to Planning Department File No. 2003.0241E pursuant to CEQA Guidelines Section 15164 (“Addendum 1”) to the FEIR for the Hunters Point Shipyard Redevelopment project. The addendum addressed amendments to the Redevelopment Plan and Design for Development document. These amendments, in part, identified an initial phase of development (Phase I). The Planning Department determined in the Addendum that the Hunters Point Shipyard Phase I development program proposed for a portion of the Shipyard would not cause new significant impacts not identified in the FEIR and no new mitigation measures were necessary to reduce significant impacts. Further, the Department found that no new information had become available showing that the project would cause significant environmental impacts and, therefore, no supplemental environmental review was required beyond the subject Addendum.

On December 2, 2004, by Resolution 16899, the Commission adopted findings pursuant to the California Environmental Quality Act concurring with Planning Department staff’s determination as described in Addendum 1.

On July 13, 2006, the Planning Department issued a second Memorandum to Planning Department File No. 2006.0829E (“Addendum 2”), which considered the subsequent change in programming to Phase I, which eliminated a portion of the site from Phase I, transferred densities to Phase I and made other miscellaneous changes to the Design for Development document. The Planning Department determined in the Addendum that the changes to the Hunters Point Shipyard Phase I development program did not cause new significant impacts not identified in the FEIR and that no new mitigation measures were necessary to reduce significant impacts. Further, the Department found that no new information had become available showing that the project would cause significant environmental impacts and, therefore, no supplemental environmental review was required beyond the subject Addendum.

On June 3, 2010, by Motion 18096 and 18097, the Commission certified the Final Environmental Impact Report and adopted CEQA findings for the Candlestick Hunters Point Shipyard Phase II Development Project.

NOW, THEREFORE BE IT RESOLVED, That the Planning Commission does hereby incorporate by reference the CEQA Findings adopted in Motions 14981, 16899, 18097 and hereby concurs with the findings of Planning Department staff as outlined in Addendum 1 (Case No. 2003.241E) and Addendum 2 (Case NO. 2006.0829E). The Commission further finds that the proposed subject amendments to the Design for Development Hunters Point Shipyard Redevelopment Project Phase I do not cause new significant impacts not identified in the Final Environmental Impact Reports and that no new mitigation measures are necessary to reduce significant impacts. Further, the Commission finds that no new information had become available showing that the project would cause significant environmental impacts and, therefore, no supplemental environmental review was required beyond the previously conducted environmental review.

NOW, BE IT FURTHER RESOLVED, That the Planning Commission does hereby incorporate by reference General Plan Findings and Findings of Consistency with Planning Code Section 101.1 as provided in the original and subsequent approvals of the subject Design for Development document as provided in Planning Commission Resolutions 14447, 16904 and 18101.

NOW, BE IT FURTHER RESOLVED, That the Planning Commission does hereby approve the Hunters Point Shipyard Phase 1 Design for Development Document, attached to this Motion as Exhibit B and incorporated herein by reference; and

Motion No.
Hearing Date: June 13, 2013

Case No. 2013.0196U
Candlestick Point – Hunters Point Shipyard
Phase I Design for Development Approval

I hereby certify that the foregoing Resolution was ADOPTED by the San Francisco Planning Commission on June 13, 2013.

Jonas Ionin
Commission Secretary

AYES:

NOES:

ABSENT:

HPS Design For Development

Matrix of proposed changes - draft 05-30-13

Proposed change/update intent	Area of proposed change/update	2010 DforD	Proposed change/update	Comments
Accommodate transfer of units from B' to A'	Density	29 to 100 DU/acre	29 to 135 DU/acre. Block 49 increased from 100 to 135/DU; Blocks 52, 53, 54 increased from 73 to 80 DU; Blocks 56/57 increased from 54 to 70 DU	density distribution to work within current framework, typologies, and height limits
	Height limits		No Change	
	Block 48 Area coverage		No Change	
Reflect Final Map updates	Lots minimum dimensions	1600 s.f. and 18 feet in width (Hilltop) - 1800 s.f. (Hillside)	Minimum lot width and area shall be as indicated by the respective building typology and massing standards for Hilltop and Hillside	optimize lot sizes
	Block modulation	Hilltop lots width range 18 to 32 feet	No Change	
	Hilltop layout	Block 1 has one required visual and/or physical link	Additional visual and/or physical link required for Block 1	
	Development Standards(Height and Bulk)		Added language stating height subject to bulk controls shall be located towards the point with the higher ground	
	Development Standards(Height and Bulk)	Allowed low income housing to exceed height limits	Deleted low-income housing height bonus	
	Development Standards(Height and Bulk)		Allows buildings with entirely low-income units in 55' height zones to have a max. diagonal dimension of 150' (Also deleted reference to 65' height buildings)	
	Accessibility	Hillside straight connections from Oakdale to Crisp	Hillside access ramps	

Proposed change/update intent	Area of proposed change/update	2010 DforD	Proposed change/update	Comments
	Phase 1 Development Block Map	No reference to retail requirements	Added language to Block 1 stating retail is required on Innes and/or Donahue frontages	
	Block 1 Design	Addressed residential design adjacent to open space	Added language encouraging building entrances that connect and integrate with the public realm	
	Block 1 Design	Addressed residential design fronting streets and mid-block breaks	Added language regarding the activation of lower floors	
	Building Typology and Massing	No clear language on modulation expectations	Added language allowing modulation to be accomplished through variations in building height, setbacks, materials, colors and textures	
Consistency w/ citywide policies	Parking & loading	Set standards for ratios of compact spaces and min areas for parking spaces	Eliminated these limits	
	Car Sharing	No reference	Requires project to comply with Planning Code Sec. 166	
Technical edits	maps		Added Block numbers to maps	
	maps		Added Block 1 design changes to maps	
			Referenced SFRA name change to Successor Agency	

Key Changes Legend

- || Key changes in text content
- Deleted text
- New text
- Figure updated
- Graphic updated

Design for Development

HUNTERS POINT SHIPYARD REDEVELOPMENT PROJECT

PHASE I

Government agency subtitle updated

Successor Agency to the San Francisco Redevelopment Agency
San Francisco Planning Department

Adopted by the San Francisco Redevelopment Agency Commission on September 30, 1997 by Resolution 1997-193, and Amended on January 18, 2005 by Resolution 7-2005 and further Amended on June 3, 2010 by Resolution 62-2010. Endorsed by the Planning Commission on August 9, 1997 by Resolution No. 14447 and on December 9, 2004 by Resolution No.16904 and on June 3, 2010 by Motion 18104.

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I. INTRODUCTION

The Redevelopment Plan for the Hunters Point Shipyard (Shipyard), as approved by the San Francisco Board of Supervisors, establishes the land use standards for the development of the Shipyard area. This document, approved by both the Planning Commission and the Redevelopment Agency Commission, outlines the design objectives and contains the development standards and urban design guidelines that apply to Phase I of the Shipyard project. Phase I includes Blocks 1, 48, 49, 50, 51, 52, 53, 54, 55, 56 and 57 as well as the adjacent open space areas as shown in Map 2 of the Hunters Point Shipyard Redevelopment Plan, as amended in June 2010. The remainder of the Shipyard is included in Phase II, which is the subject of a separate Design for Development.

Architects and developers, in their joint efforts, are encouraged to attain architectural and environmental excellence in the Hunters Point Shipyard Phase I Redevelopment Project Area (Phase I Project Area). To this end, design review will be directed at producing a safe and attractive environment befitting San Francisco while enhancing the financial investment in the Phase I Project Area.

The standards and guidelines for development presented herein shall apply to all new construction in Phase I. Where applicable, the development standards contained herein shall also apply to rehabilitation in Phase I. In such instances, the document entitled "Minimum Property Standards for Rehabilitation" available at the Successor Agency to the SFRA should be specifically referred to. Development standards shall be subject to minor variations duly granted by the Agency Commission.

An architect registered in the State of California shall be engaged to design the building or buildings to be constructed. The design professional must also utilize, as necessary, members of associated design professions, including engineers and landscape architects. A registered civil engineer must review and certify final foundation plans and grading plans.

II. DEFINITIONS OF TERMS

Articulation:

Minor variations in the massing, setback, or height of a building, such as bay windows, porches, entrances or eaves.

Bulk:

These standards specify the maximum physical dimensions of upper stories of new buildings. For greater detail on bulk standards, please refer to Article 2.5 of the San Francisco Planning Code.

Density:

These standards specify how many dwelling units can be built on an area. Usually the density is indicated as a ratio of number of units per acre, but there are other ways to express it, for example, in the high density residential areas of the hill, the density standard calls for no more than one dwelling unit for every 322 square feet of lot area.

Design Guidelines:

The Design Guidelines outline and illustrate design recommendations for both private and public design and construction activities at the Shipyard. Projects that are consistent with these recommendations will implement the goals and objectives for physical improvements at the Shipyard that have been endorsed and adopted by the Citizens Advisory Committee and all appropriate City agencies.

Development Standards:

These are specific rules that will govern the development and build-out of the Phase I Project Area. They specify land uses and their locations, building heights, intensities and form. All development standards are designated in this document with the symbol ☒.

Facade:

Front of a building facing a street.

Floor Area Ratios (FAR):

These ratios specify how much commercial development is permitted on a specific site. A 1-to-1 (1.00:1.00) FAR means that for every square foot of lot area, one square foot of commercial activity could be developed on the site. For a 2-to-1 (2.00:1.00) FAR two square feet of commercial use could be developed for every square foot of lot area. Live/work and dwelling units are excluded from the FAR calculations in order to encourage their development in upper stories of new buildings in Phase I.

Frontage:

Lot width along a primary street.

Height:

The vertical distance by which a building or structure rises above a certain point of measurement. Such point shall be taken at the centerline of the building or building increment along a sloping frontage as required by the Height and Bulk standards of this document and within the rules below.

- Level or down-sloping lot: Such point shall be taken at the curb line for a lot depth no greater than 100 feet. Height measurement for any portion of a lot deeper than 100 feet shall be taken from the opposite (lower) end of the lot in accordance with the up-sloping lot rules (below), regardless of whether the lower end fronts a street (See San Francisco Planning Code Section 102.12).
- Up-sloping lot: such point shall be taken at the curb line for a depth of 10 feet and at the average of the side ground elevations of the lot for the remaining depth of the lot.
- On Block 1, heights may be measured from the required private alleys (mid-block breaks) according to the methods described above.

Hillside Sub-Area:

The area of the Shipyard more particularly described in Section V.D.2 (Block 48).

Hilltop Sub-Area:

The area of the Shipyard more particularly described in Section V.D.1 (Blocks 1, 49 to 57).

Massing/Building Envelope:

The exterior shape of a building.

Modulation:

Major variation in the massing, height, or setback of a building.

Phasing:

All areas contained in Parcel A.

Residential Mews:

Private right-of-way that provides access to residential units within a block.

Street wall:

Continuous facade of buildings along a street frontage lot width along a street.

III. DESIGN OBJECTIVES

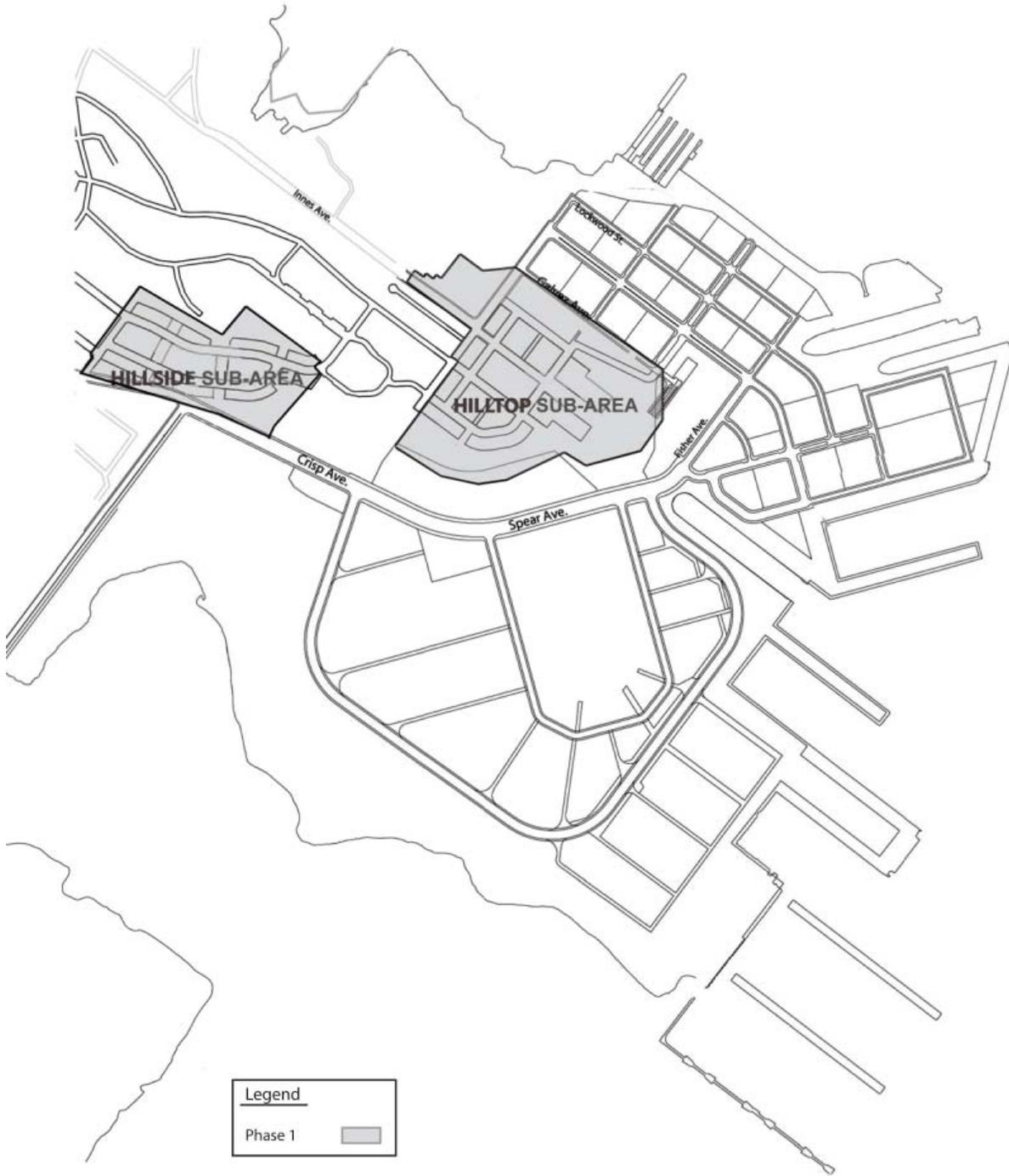
The following overall design considerations shall be examined in the design review process:

1. Compliance with the objectives of the Redevelopment Plan.
2. Compliance with objectives and policies of the General Plan, the City Planning Code and with all applicable codes and ordinances of the City and County of San Francisco as modified by the express provisions of the Redevelopment Plan including this Design for Development.
3. Consistency with the development standards and the design guidelines of the Design for Development.
4. Achieving a visually attractive and distinctive design that reflects the character of a distinct urban neighborhood oriented toward education, arts, and industry.
5. Achieving a balance between the preservation of natural resources and development on the site.
6. Providing continuity with the community's history and culture by conserving and enhancing historic resources.
7. Maximizing the opportunity for views within the development and promoting the preservation and enhancement of views from the adjacent sites and neighborhoods.
8. Creation of an urban building scale and relationship of development to the streets.
9. Integration of the pattern of streets and development with the adjacent existing areas.
10. Relating all improvements to adjacent development to promote harmony and transitions between building masses, open spaces, materials, colors, and textures.
11. Integration of off-street parking and loading facilities with the overall development, their functional relationship to the overall vehicular circulation system and effective screening from public view.
12. Achieving quality in a pedestrian and bicycle circulation system that is safe, efficient and convenient - one that connects activity areas and open spaces and provides public access to the shoreline.

-
13. Enhancement and further development of transit service to the area.
 14. Development of transportation facilities that provide:
 - accessibility for commerce, employment, and residents
 - mobility
 - multiple modes of transportation
 - safety
 - convenience
 - connectivity to the existing city street grid and transportation systems
 - quality of design and environment
 - flexibility
 15. Achieving quality of landscape elements that would promote harmonious landscape design throughout the Shipyard.
 16. Compliance with Phase I Open Space & Streetscape Master Plan.
 17. Integration of spaces and building forms with the topography of the building site.
 18. Addressing concern about the roof elements and treatment of large roof areas that may be seen from the future residential community developed on the hill.
 19. Give equal attention to all building facades that are visible from close or distant public spaces.



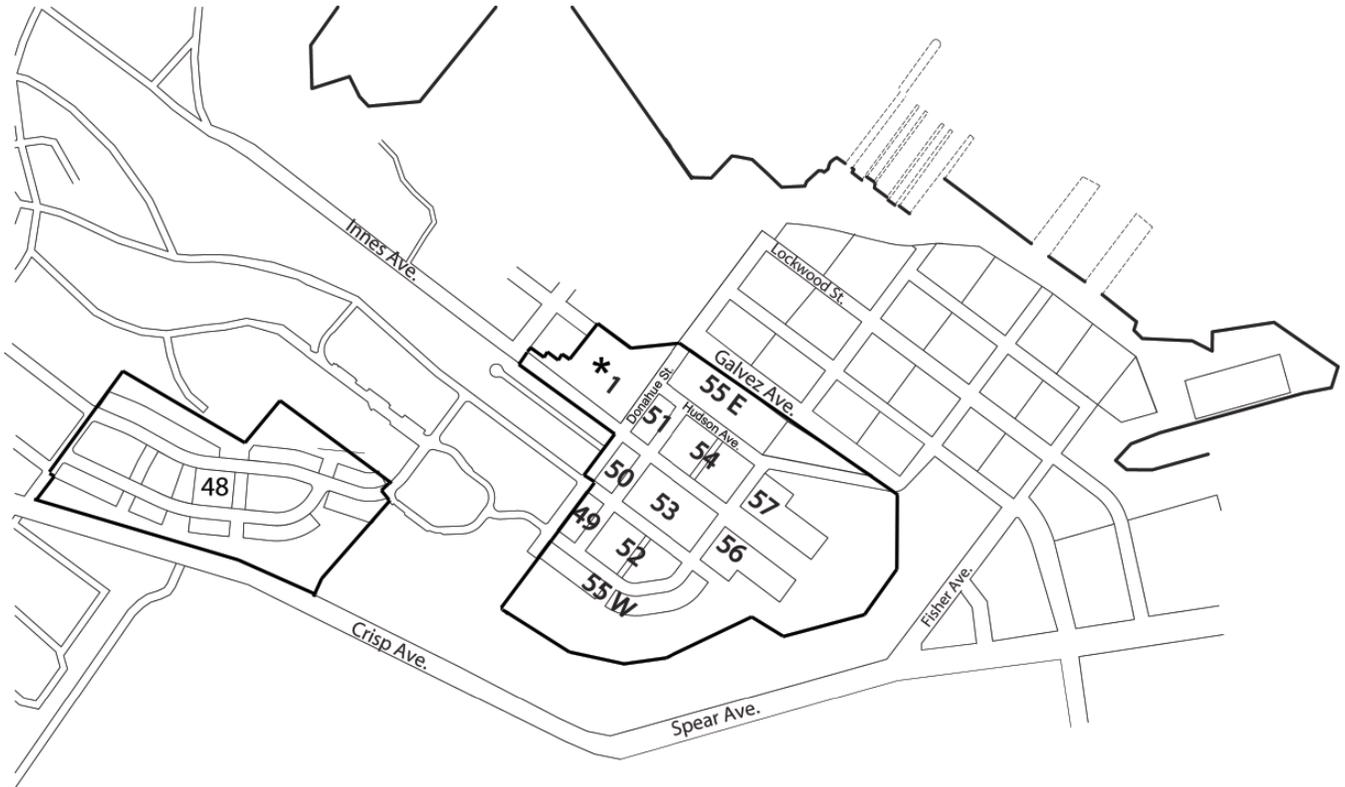
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Hunters Point Shipyard
Figure 1

AREA LOCATION MAP





Legend and note added.

* Retail is required on Block 1 on the Innes and/or Donahue frontages. Small-scale, ground-floor, neighborhood-serving retail and community-serving facilities are encouraged anywhere, as appropriate.

Hunters Point Shipyard
Figure 2

PHASE I DEVELOPMENT BLOCK MAP



IV. DEVELOPMENT STANDARDS

Height and Bulk

The height of structures within the Phase I Project Area shall not exceed the standards identified on the Height and Bulk Limitation Map (Figure 4, page 17). The boundaries of the various height districts shall be generally as indicated on said map. The bulk of structures shall be generally as indicated on the Height and Bulk Limitation Map (Figure 4, page 17) and by the standard interpretation of Article 2.5 of the Planning Code. **Additional height subject to bulk controls shall be located towards the point with the higher ground elevation.** In no event, however, shall building heights exceed those shown on Figure 4, "Height & Bulk Limitation Map" **(unless a low-income housing bonus is granted under this Section).**

The bulk of structures shall be generally as indicated on the Height and Bulk Limitation Map (Figure 4, page 17). **Within 55' height zones, buildings which consist entirely of low-income housing and associated functions (parking, office, community room, etc.) may have a maximum diagonal dimension of 150', notwithstanding the requirements of Planning Code 270, Bulk District A.** Taking into account the topography of the area, for all the height and bulk districts including N/A bulk districts, where **the height of buildings is 65 feet high or less and** the street from which height measurement is made slopes laterally along the lot, or the ground slopes laterally on a lot that also slopes upward from the street, there shall be a maximum width for the portion of the building or structure that may be measured from a single point at curb or ground level, according to the definition of "height," as specified in the following table.

HEIGHT MEASUREMENT ON LATERAL SLOPES	
Average Slope of Curb or Ground From Which Height is Measured	Maximum Width for Portion of Building that May Be Measured from a Single Point
5 percent or less	No requirement
More than 5 percent but no more than 15 percent	65 feet
More than 15 percent but no more than 20 percent	55 feet
More than 20 percent but no more than 25 percent	45 feet
More than 25 percent	35 feet

Exemption: for the purpose of height measurement, rooftop recreational structures, dormer windows, turrets, skylights, mechanical appurtenances such as mechanical rooms, devices for collection of alternative energy, water towers, etc. and penthouse stairs are exempt provided that the total height of the appurtenant structure, **measured from the top of the roof,** does not exceed **10' in height the height limit by more than 10'.** Structures for public use on open space parcels shall not exceed the maximum permitted height of 25 feet.

Density of Housing

The density of housing dwelling units (DU) per acre shall not exceed:

- 135 DU/acre on Block 49.
- 100 DU/acre on Blocks 1, 50, and 51.
- 80 DU/acre on Blocks 52, 53, and 54.
- 70 DU/acre on Blocks 56 and 57.
- 55 DU/acre on Block 48.
- 29 DU/acre on Block 55.

For all residential development in the Phase I Project Area, the minimum density shall be 18 DU per acre and the maximum density shall be 135 DU per acre. Fractional numbers resulting from the application of the density standards provided above shall be rounded up.

Distribution of units within a block may result in densities on individual lots exceeding numbers indicated above, provided that the balance for the whole block does not exceed the maximum density for said block.

Density Bonus

Density bonuses for housing development may be awarded by the Agency to developers in order to encourage the provision of low and/or moderate income housing. Such bonuses are deemed to be a local housing assistance program. Bonuses may be granted in an amount up to 25% above what the density would otherwise be permitted under the terms set forth in this document.

Minimum Lot Width and Area

The minimum lot width and area shall be as indicated by the respective building typology and massing standards for the Hilltop Sub-Area and the Hillside Sub-Area.

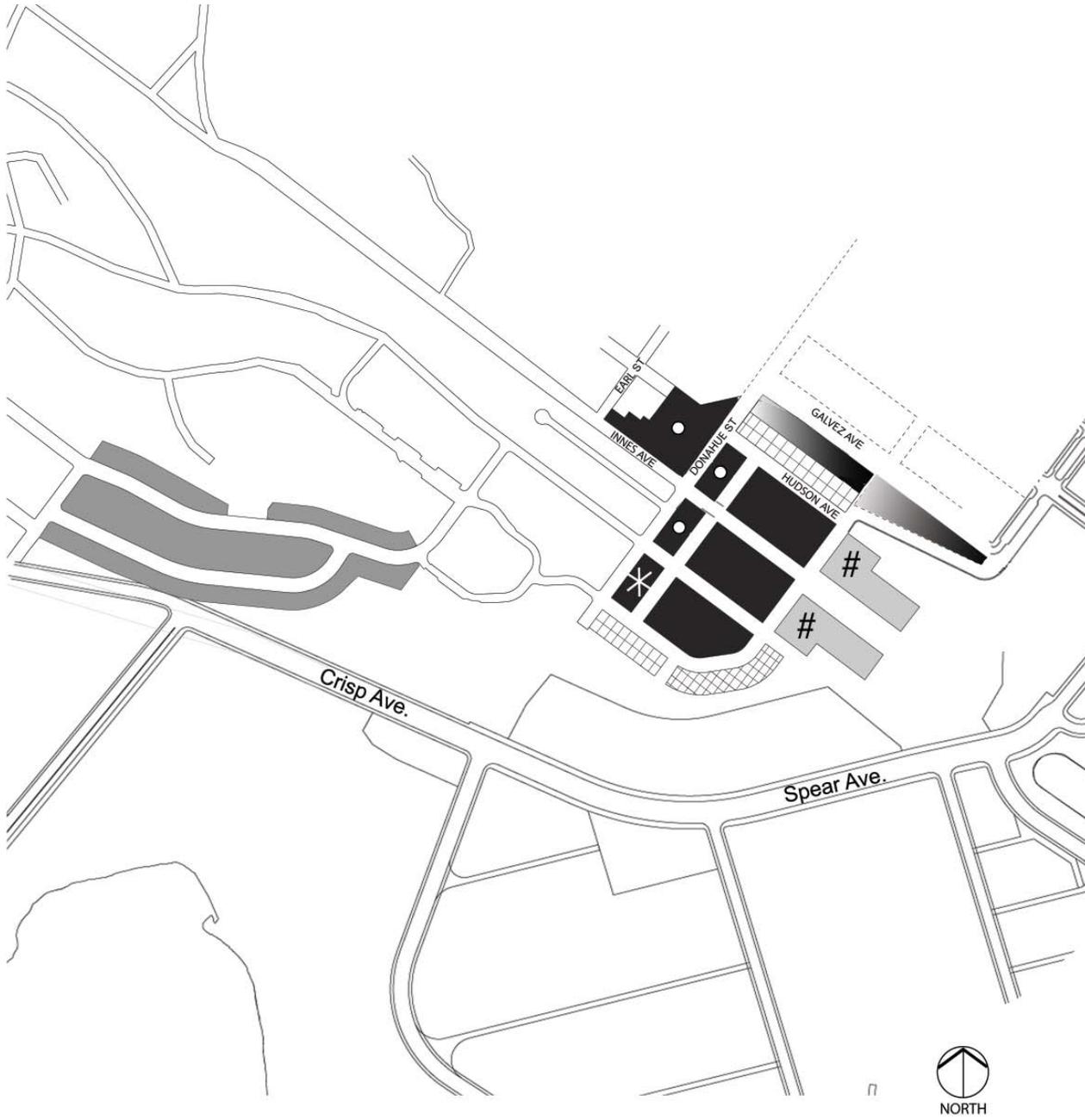
Area Coverage

The percentage of land and/or parking podium that may be covered by residential buildings shall not exceed that indicated in the following table:

Block Number	Area Coverage
55	65 % of block area
48, 56, 57	70 % of block area
1, 52, 53, 54	75 % of block area
49, 50, and 51	85 % of block area

To the maximum extent feasible, private or common open space shall be provided at ground level. The amount of land coverage for non-residential buildings shall be determined by applying the floor area ratios as shown on Figure 3, "Dwelling Unit Density & F.A.R."

Block massing and site plan arrangements may result in area coverage on individual lots exceeding the percentages indicated in table above, provided that the balance for the whole block does not exceed the maximum area coverage ratio for said block.



Hunters Point Shipyard
Figure 3

DWELLING UNIT DENSITY & F.A.R. (Maximum Density Permitted)

*	135 DU/acre = (322 s.f. of lot area/unit)	■	55 DU/acre = (792 s.f. of lot area/unit)
●	100 DU/acre = (435 s.f. of lot area/unit)	▨	29 DU/acre = (1502 s.f. of lot area/unit)
■	80 DU/acre = (544 s.f. of lot area/unit)	■	2.00 : 1.00 F.A.R.
#	70 DU/acre = (622 s.f. of lot area/unit)		

Off-Street Parking

The maximum number of off-street parking spaces that may be permitted is as follows:

- Residential: two for each dwelling unit.
- Live/work: two for each live/work unit.
- Retail Stores: one for each 500 sq. ft. of occupied floor area where the occupied floor area exceeds 5,000 sq. ft.
- Restaurants: one for each 200 sq. ft. of occupied floor area where the occupied floor area exceeds 5,000 sq. ft.
- Art & Cultural Activities: one for each 2,000 sq. ft. of occupied floor area, where the occupied floor area exceeds 7,500 sq. ft.
- Education and Training Facilities: one for each two classrooms.

When the calculation of off-street parking spaces results in a fractional number, a fractional number of one-half or more shall be adjusted to the next higher whole number of spaces.

~~In the case of any structure or use for which two or more off-street parking spaces are allowed, the ratio of compact spaces to standard spaces shall be 50%. Every required off-street parking space shall have the following minimum areas: 160 square feet for standard cars and 127.5 square feet for compact cars. The area of any such space shall be exclusive of driveways, aisles and maneuvering areas. For each 25 off-street parking spaces provided for a development project, one such space shall be designed and designated for disabled persons.~~

The total number of allowed off-street parking spaces should be organized in a space efficient manner; valet, non-independently accessible spaces, lifts or other mechanical means to access parking spaces are encouraged so as to optimize the use of the space. For the purposes of determining the total number of cars parked, the area of an individual parking space, except for those spaces specifically designated for persons with physical disabilities, may not exceed 200 square feet, including spaces in tandem, or in parking lifts, elevators or other means of vertical stacking.

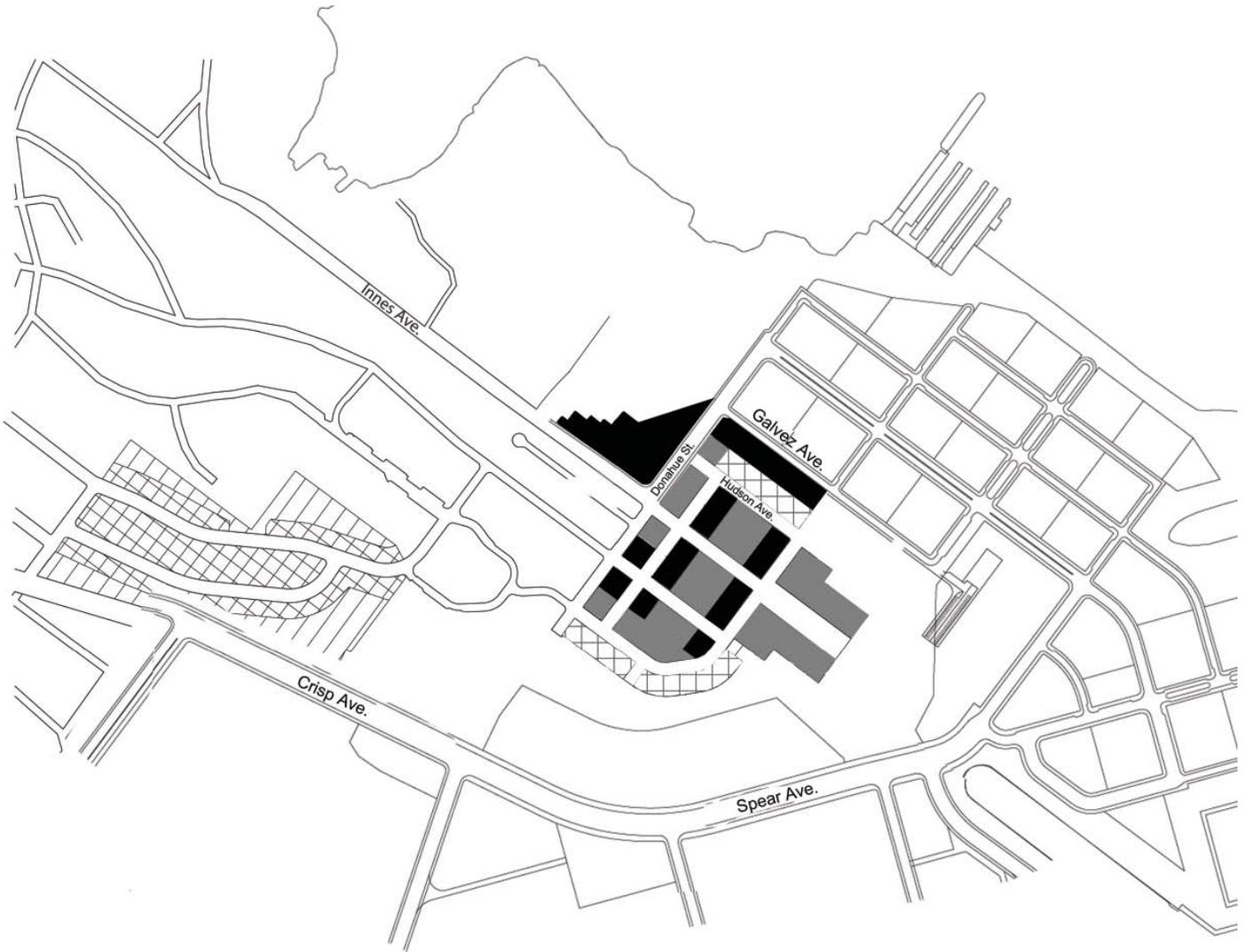
Car Sharing

~~The requirements and opportunities of Planning Code Section 166 shall apply throughout Phase I.~~

Off-Street Loading

Off-street loading spaces shall be provided per square foot of floor area as indicated below. A lower ratio may be established by the Successor Agency to the SFRA based on a development-specific loading study.

- Non-Residential Uses:
 - None for 0-10,000 sq. ft.
 - 1 for 10,001-60,000 sq. ft.
 - 2 for 60,001-100,000 sq. ft.
 - 3 for over 100,000 sq. ft. plus
 - 1 for each additional 80,000 sq. ft.
 - (For example 150,000 sq. ft. would require 3 spaces and 200,000 sq. ft. would require 4 spaces)



Hunters Point Shipyard
Figure 4

HEIGHT & BULK LIMITATION MAP

Note:
See Table 270 in Section 270 of the Planning Code for the determination of the maximum plan dimensions; the height above which the maximum dimensions apply is 45 feet.

HEIGHT	BULK
 55 feet	A
 45 feet	X
 32 feet	N/A
 Open Space	N/A



For pocket parks, see Open Space Illustrative Plan on p.26 and Height Exemption on p.13

• **Residential** (Gross Floor Area of Structure or Use):

- None for 0-100,000 sq. ft.
 - 1 for 100,001-200,000 sq. ft.
 - 2 for 200,001-500,000 sq. ft.
 - 3 for over 500,000 sq. ft. plus
 - 1 for each additional 400,000 sq. ft.
- (For example 700,000 sq. ft. would require 3 spaces and 950,000 sq. ft. would require 4 spaces)

In the case of any structure or use for which more than one loading space is required, the ratio of smaller spaces to standard spaces shall be 50%. Freight loading spaces shall be provided in the minimum quantities specified above.

The first off-street loading space shall be for a smaller vehicle having a minimum width of 10 feet, a minimum length of 25 feet, and a minimum vertical clearance, including entry and exit, of 12 feet. The second off-street loading space (standard) shall have a minimum width of 12 feet, a minimum length of 35 feet and a minimum vertical clearance, including entry and exit, of 14 feet.

Location and arrangement of off-street parking and loading spaces

Off-street loading space must be located in the same lot as the use served and shall have adequate means of ingress from and egress to a street or mews. The internal layout of off-street parking and loading areas, driveways, aisles and maneuvering areas shall be according to acceptable standards, and all spaces shall be clearly marked. Parking spaces accessed by mechanical means, valet, etc., shall be counted as independent spaces.

Off-Street Bicycle Parking

For projects up to 50 dwelling units, one Class 1 off-street bicycle space shall be provided for every 2 dwelling units. For projects over 50 dwelling units, 25 Class 1 spaces shall be provided, plus one Class 1 space for every 4 additional dwelling units over 50. Clearances for each space shall be provided as required by the San Francisco Planning Code.

Open Space

Usable, easily accessible open space shall be composed of an outdoor area or areas designed for outdoor living, recreation or landscaping (including ground level yards, decks, balconies, porches and roofs, which are safe and suitably surfaced and screened). It shall be provided for each dwelling unit as follows:

- Blocks 1, 49, 50, 51, 52, 53 and 54: 80 sq. ft. minimum.
- Blocks 56 and 57: 100 sq. ft. minimum.
- Blocks 48 and 55: 125 sq. ft. minimum.

At the developer's choice, open space shall be provided as private or common open space. In the calculation of either private or common usable open space those projections included in these "Development Standards" shall be permitted.

Private usable open space

All private open space shall conform to the following requirements:

- Access: private usable open space shall be directly and immediately accessible from the dwelling unit it serves and shall be either on the same floor level as such dwelling unit, with no more than one story above or below such floor level with convenient private access.
- Minimum Dimensions and Minimum Area: any space credited as private usable open space shall have a minimum horizontal dimension of 6 feet and a minimum area of 36 square feet.
- To the extent possible, private open space shall be provided at ground level. The maximum permitted slope for private open space will not exceed 8%.

Common usable open space

All common open space shall conform to the following requirements:

- Access: common usable open space shall be easily and independently accessible from any common area of the building or lot.
- Minimum Dimensions and Minimum Area: any space credited as common usable open space shall be at least 15 feet in every horizontal dimension and shall have a minimum area of 300 square feet.
- To the extent possible, common open space shall be provided at ground level. The maximum permitted slope for common open space will not exceed 8%.

Green Buildings and Sustainable Development

All development projects are encouraged to use the Leadership in Energy and Environmental Design (LEED) standards throughout the building and site design process. Buildings should be designed to meet or exceed the LEED Silver level of certification. Buildings should be reviewed from the onset by a LEED accredited professional and shall adhere to the Green Building requirements of the San Francisco Building Code.

Projections and Obstructions

- || Architectural projections over a street, **setback**, mews, yard, open space, park or plaza shall provide a minimum of 8 feet of vertical clearance.

Projections include:

- Projections of purely architectural or decorative character such as cornices, eaves, sills, belt courses with a vertical dimension of no more than 2 feet 6 inches, not increasing the

floor area of the volume of space enclosed by the building and not projecting more than 3 feet over street, mews, yard, open space, park or plaza.

- Bay windows, balconies and similar features, with a maximum projection of 3 feet over streets, mews, private or common usable open spaces, and a maximum area of 36 square feet.
- Decks and steps of any type no more than 3 feet above grade and uncovered stairways extending no higher than the first floor of residential occupancy may be located anywhere within a private parcel. However, these may occupy no more than 66% of the required setback.
- Railings, marquees, awnings and canopies.

Exceptions:

- Projections of purely architectural or decorative character, not increasing the floor area of the volume or space enclosed by the building and projecting no more than 12 inches over streets, setbacks, mews or plazas.
- Obstructions into rear yards, common open space, or private open space are permitted for greenhouses, garden sheds, fences, railings and chimneys.

Exposure of Dwelling Units

In all dwelling units, the required windows of at least one room that meets the 120-square-foot minimum superficial floor area (see Housing Code Section 503) shall face directly on an open area of one of the following types: a public street at least 60 feet in width, residential mews at least 28 feet in width, or to be separated by 15 feet from property lines or other buildings; minor deviations from this standard may be considered by Agency staff taking into account special conditions such as proximity of the lot to adjacent public open space or for corner lots.

V. DESIGN GUIDELINES

The Redevelopment Plan for the Hunters Point Shipyard calls for the transformation of the Shipyard into one which would welcome diverse populations; provide visual reference to the past; assure outstanding, creative new designs of interest and variety; and facilitate the attraction of businesses, large and small, that would offer attractive new employment opportunities. These Design Guidelines translate that vision into a series of specific design recommendations that will serve those who build and those who review building proposals in the Phase I Project Area.

The Design Guidelines outlined below provide guidance as to the preferred design character for development and redevelopment. Developers, owners, and tenants as well as public entities proposing to improve, renovate, or construct new facilities in the Phase I Project Area should refer to these guidelines before initiating a design process. If an owner or developer desires to build in a manner that is not consistent with these guidelines, it is the responsibility of that party to make a convincing case that the proposed project improves upon the guidelines and fully satisfies the Design Objectives provided in Section III of this document.

- ★ All items that are identified with a star-shaped bullet are Development Standards, and therefore will govern the development and build-out of the Phase 1 Project Area of the Hunters Point Shipyard Redevelopment Project.

**AREA #1 PHASE I:
HILLTOP AND
HILLSIDE
HOUSING AREA**

Note: Hilltop and Hillside Housing Area includes further detailed urban design guidelines to address Parcel A', Phase One of the development. Similar guidelines will be developed for other areas as appropriate.

☛ Items identified with a star-shaped bullet are Development Standards (see Definition of Terms page 6).

Hilltop and Hillside

A. General Concepts

The Hilltop and Hillside neighborhoods ("Hilltop and Hillside") occupy a prominent site at the southern end of the hill residential district, which characterizes this part of Bayview Hunters Point (see Key Map). Street layout, parcelization and design guidelines for Hilltop and Hillside are focused upon preserving, enhancing and sharing the best physical features of the site, assuring variety and interest at a pedestrian scale and resulting in a neighborhood of overall design coherence and distinctive image.

Housing Diversity

As envisioned at full development, the Hilltop and Hillside neighborhoods would be characterized by their success in achieving a mix of housing types, unit sizes and building designs. Residents and visitors would enter Hunters Point from the northwest through the Innes Gateway, which is flanked on the west by the green slopes of Morgan Heights and on the east by Block 1 where, in addition to neighborhood-serving uses and transit connections, the main design objectives of Hunters Point Shipyard--such as diversity of housing, interesting architecture, a pedestrian friendly environment and the relation of the area to the waterfront open space--will be integrated. A walk along the residential streets of the Hillside and the northeast and southwest edges of the Hilltop neighborhoods would reveal front doors, porches and building entrances facing the street, varied facades and materials, and glimpses into mid-block open spaces, which would combine to establish a pleasant pedestrian environment. An equally interesting and diverse pedestrian environment for the core blocks of the Hilltop, which would accommodate higher densities, would be achieved through architectural features that provide visual interest and distinction to buildings such as landscaped areas, mid-block breaks, visual and physical links to the interior of the blocks and openings for entrances and windows.

Neighborhood-Serving Amenities

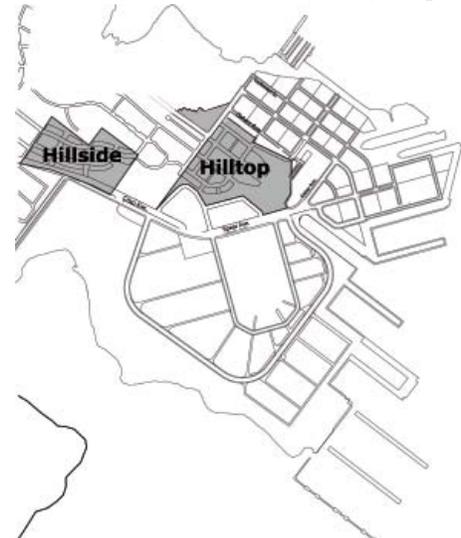
Community services and gathering spots could include the local coffee shop and/or small scale retail tucked along the main street, child care facilities, the shared children's play areas and the Hillpoint Park with views of the surrounding districts and a sizable vista of San Francisco Bay.

Neighborhood Identity

Viewed from below, from Candlestick Point or the surrounding hillsides, the distinctive design of the housing at the Innes Gateway and at the end of Innes Avenue and the Hillpoint Park would establish the Hilltop and Hillside image. Living on the hill would offer the clear physical sense of a cohesive neighborhood with eyes on the street and much to gain from the maintenance of its distinctive design qualities.

Neighborhoods

Key Map



Moderate Density

The guidelines call for a moderate density residential neighborhood, with variety in the type of units and a pedestrian-friendly character. The development layout is organized to maximize excellent views to the water and accentuate the hill form without disrupting the urban pattern when viewed from other areas. The Hilltop and Hillside residential parcels consist of two distinct areas; the Hilltop parcel and the western Hillside parcel (see Key Map).

The core of the residential area of Hilltop is recommended for the greatest density and height to accentuate the hill crest. The housing on the side streets overlooking the bluffs is recommended for lower heights and densities with one- and two-family dwellings separated to allow views between the buildings. Buildings adjacent to Hillpoint Park demand special design attention, as they provide a strong identity for the neighborhood.

The "Hilltop and Hillside Urban Design Concept Plan" (Figure 5) shown on the next page illustrates the general pattern of blocks, roadway layout, private and public spaces, view orientation, and linkages to surrounding residential areas that is anticipated on the site, subject to the specific proposals of residential builders, developers and owners. To assist potential developers and project review teams, illustrative plans and sketches are provided which demonstrate the flexibility of these guidelines and the range of ways they may be applied to accomplish the design objectives for the Phase I Project Area.

Open Space

Special significance and attention are given to the open space to achieve a successful and well balanced neighborhood, accommodate residents' and visitors' needs, and create great features and environment for the community. Open space guidelines are established in Section C hereafter. The *Hunters Point Shipyard Phase One Open Space & Streetscape Master Plan* further addresses the design approach and should be consulted for more details.

B. General Development Guidelines

Density

(Please see Section IV, Development Standards page 13 and Figure 3 page 15.)

Use

- Encourage a mix of multi-family and single family units, as appropriate within the density and height limits.
- Integrate small-scale, ground-floor, neighborhood-serving retail and community-serving facilities into the neighborhood fabric as appropriate.

Heights

(Please see Section IV, Development Standards page 13 and Figure 4 page 17.)

- 55 foot maximum height to accentuate the top of the hill and emphasize interesting corners and points of entry.
- 45 foot maximum height to step down toward Hillpoint Park.
- 32 foot maximum height to step down the sides of the hill.

The boundaries of the various height districts shall be generally as indicated on said map and are subject to minor adjustments at the time of final site planning for a specific

development proposal. The intention of the Height and Bulk Limitation Map boundaries shown in Figure 4, is to either follow the property lines of the parcel sub-division or to bisect the parcels on Blocks 49, 50, 52, 53, and 54. See page 6 for definition of Bulk.

Lots & Frontage

- ❖ Establish a pattern of development that either utilizes a regular lot width of typical residential character, or reflects design articulation (see specific guidelines for each sub-area for lot width and lot area).
- Allow multiple lot usage for development, with design techniques utilized to maintain the pattern of variety in texture, color, materials or building profile at regular intervals. Building entrances should be also placed at regular intervals to serve this objective.
- Encourage single lot development for lots on the north side of Hudson and the south side of Kirkwood.
- Minimize setbacks on Innes Avenue extension.
- Reserve an area at the southern tip of the hill for the extension of Hillpoint Park into the neighborhood. Design an attractive open space that is protected from prevailing winds and serves Hillside and Hilltop housing families and visitors. In addition, create opportunities for smaller “pocket parks” throughout the site to provide varied and immediate public open space for residents.
- Preserve land for pedestrian ways which link the neighborhoods to other activities in the Shipyard, including Hillpoint Park (see Figure 11 page 37), and the Phase II areas.

Parking

- Pair garages to minimize curb cuts where existing grading and utilities allow. Driveways should not exceed 12 feet in width.
- Prohibit surface parking lots. Screen parking from pedestrian view.
- Allow on-street guest parking, and encourage introduction of alleys in wide blocks providing access to residential garages or potentially to additional units on deep lots.
- ❖ Structured parking facilities adjacent to sidewalks should be buffered by architectural features and when adjacent to public open spaces by landscaping and/or by paying attention to details, such as to avoid blank walls.

Architecture

- ❖ Orient all buildings with a primary entrance from the street or other main public space.
- Texture and detailing of building facades visible from public streets should be consistent with similar residential districts in the City (e.g., variation in material, bay windows, pitched roofs, porches, stoops, etc.).
- Encourage site and structural design which is energy and resource efficient; consider use of both active and passive solar systems along with other approaches; maximize sun exposure of public and private open spaces.

Street Design

Residential Streets:

- ❖ Provide street trees on all streets with additional trees and benches at the intersections.
- Create a quiet, comfortable feeling in the residential areas of the Hilltop.
- Discourage fast traffic, and encourage walking as a recreational activity.
- Provide minimum ten foot wide sidewalks including softscape, trees and planters.
- Front setbacks adjacent to sidewalks are strongly encouraged as they create a transition and buffer between the private and public realm. See Lots and Frontage Standard for setbacks.
- Make transit access to other points in the Shipyard and City convenient.

Residential Mews:

- Provide minimum width to allow for maximum lot area for open space or dwelling units while leaving sufficient passage for emergency vehicles.

-
- Utilize narrowness and staggered bulbs to induce slower traffic speeds to allow residential mews to double as recreational space.
 - Allow 10-12 foot wide curb cuts; allow sidewalk space for streetlights, signs, or trees.
 - Paving, landscaping, lighting, and street furniture should create a distinct residential, pedestrian-oriented character of the mews.

Signs & Art

Please refer to “Hunters Point Shipyard Phase One Open Space & Streetscape Master Plan.”

C. Hilltop and Hillside Urban Design and Open Space

Introduction

The urban design approach for Hilltop and Hillside seeks a strong complementary role of built forms and open space to create a rich fabric. Streets, plazas, parks, pocket parks, front yards, and backyards will establish a consistent and comprehensive open space network, complementing one another and creating a diverse and rich landscape. New streets will connect and expand the existing neighborhood network. Buildings will be shaped to create hierarchy and definition of spaces, diversity in scale and housing types, and an elegant skyline on the hill. Planting and green design features will be encouraged to further contribute towards building and open space synergy.



Hunters Point Shipyard
Figure 6

Phase One Parcel 'A' Open Space Illustrative Plan

The “Hunters Point Shipyard Phase One Open Space and Streetscape Master Plan” provides further description and should be consulted for additional information. The illustrative plan below (Figure 6) is excerpted from the Open Space and Streetscape Master Plan and is available in that document in its original full color version.

D. Specific Development Guidelines by Sub-Area

D1. Hilltop Sub-Area

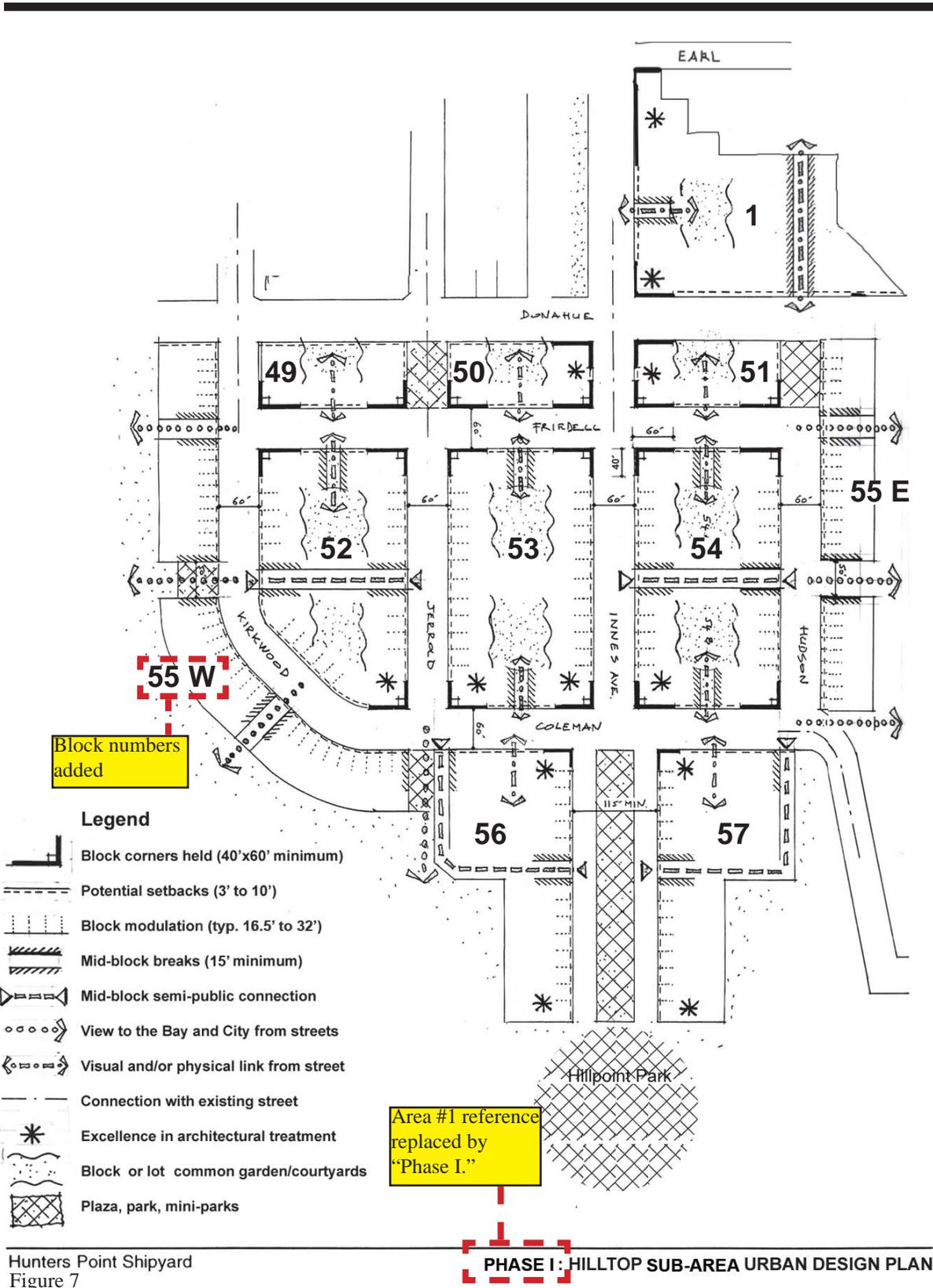
With its more regular blocks extending the city grid on the point of the hill, and with the changing topography ranging from the gentle slopes towards the water’s edge at the foot of the hill to the steep slopes at Hillpoint Park, further diversity of building types will be encouraged including a mix of single family townhouses, flats, apartments, or condominiums. Additional open spaces such as overlook plazas, pedestrian oriented ways such as alleys or mews, or interior block semi-public garden/courtyards will extend the open space palette. Buildings will be shaped to reinforce the presence of the hill and maximize view opportunities from housing units.

Block 1 will serve as the emblematic gateway to the Hilltop Sub-Area, incorporating retail uses along Innes Avenue and/or Donahue Street, defining an urban edge for the open space parcels to the east, and providing a network of pedestrian alleys to the open spaces envisioned in the Candlestick Point/Hunters Point Shipyard Phase II Urban Design.

The following urban design guidelines for the Hilltop Sub-Area are depicted in the Urban Design Plan (Figure 7, Page 28) and illustrative sketch (Figure 8, Page 30).

Open Space within Blocks

- ✪ Create mid-block breaks to provide visual links and for potential access to the interior courtyards or gardens. The minimum width for such breaks should be 15 feet. The breaks should provide a sense of openness not to constitute the equivalent of view funnels. Agency staff will exercise discretion when reviewing the design of mid-block breaks to ensure adequate visual and physical links from the street to the mid-block open spaces through a combination of the following considerations: building setbacks and the width, height and depth of the break.
- Create building frontage breaks on the edge of the hill (Block 55) to open view corridors to the Bay and the City from all streets. The minimum width for such breaks should be 20 feet from building to building.
- On blocks dedicated to residential or mixed use, enrich the hierarchy of open space and connections with pedestrian-oriented ways such as mid-block alleys or mews.
- When corner units are adjacent to park areas, provide windows, bay windows,



Hunters Point Shipyard
Figure 7

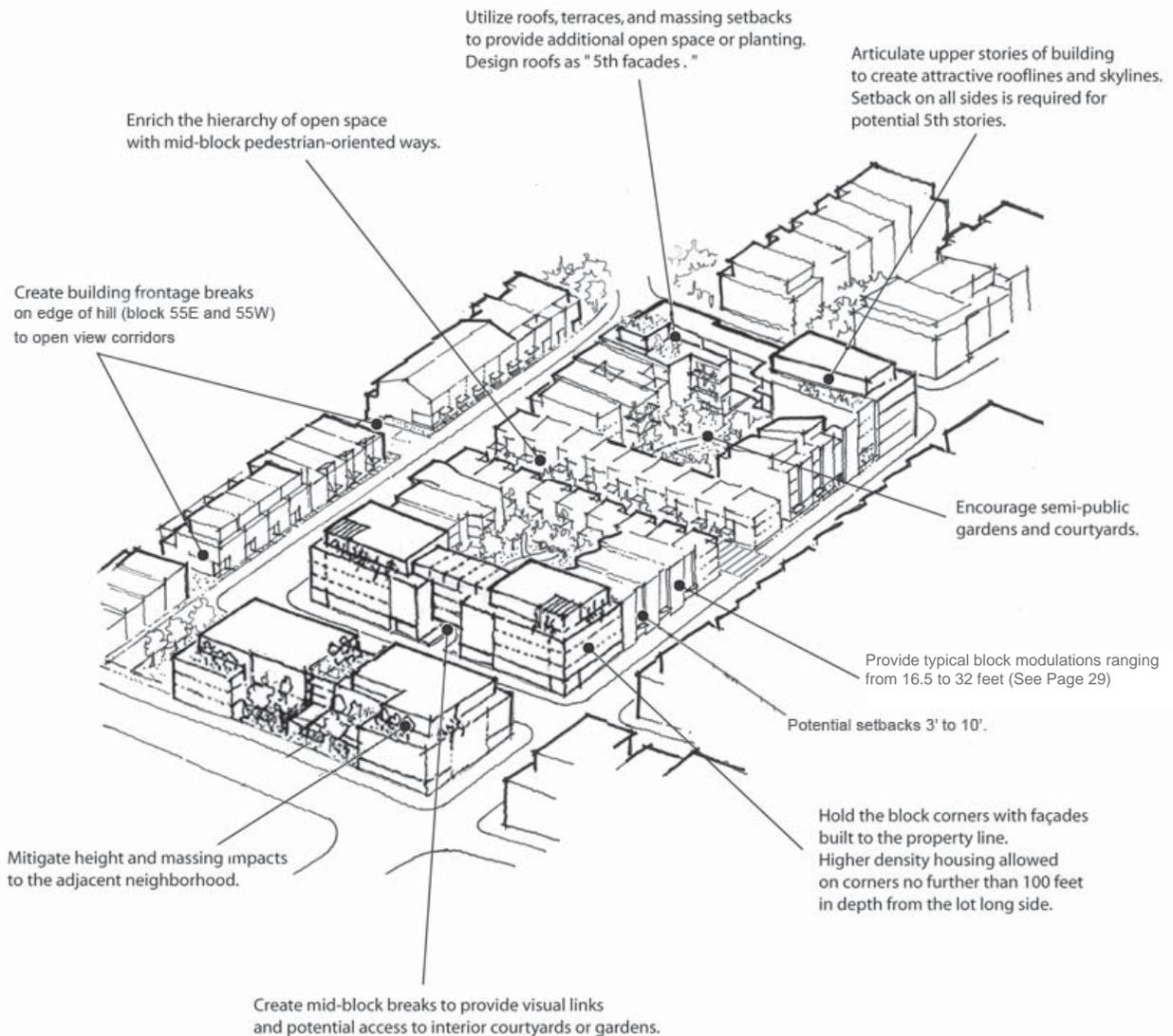
PHASE I: HILLTOP SUB-AREA URBAN DESIGN PLAN

and/or other articulation to add visual interest to the public realm. Whenever possible, avoid blank walls and stairwells adjacent to parks.

- Whenever possible, common open space for a large unit of development should have a semi-public feel and be visually and/or physically accessible to the public by means of mid-block breaks. Common open space is exclusive of area coverage as described in the Development Standards page 19. Common usable open space in each parcel should be no less than 40% softscape. The Agency's staff will exercise discretion when reviewing the design of links between common open space and the public realm.
- ✪ Setbacks should create an attractive transition with streets and integrate landscape features. Such setbacks should be no less than 3 feet and no more than 10 feet. No less than 40% of created setback, not including driveway area, should be softscape.
- Utilize roofs, terraces, and massing setbacks to provide additional open space or planting. Green roofs are encouraged.
- The contribution of mews to open space within blocks is significant. Street trees, planters and other features such as special paving within the mews should emphasize walking as a recreational activity.

Building typology and massing

- ✪ Block modulation shall reflect San Francisco's patterns of block development and density; for low density areas (29 units per acre) provide lot widths or modulations ranging from 16.5 to 32 feet, potentially wider for corner lots. In blocks designated for high residential density (from 100 to 135 units per acre), lot widths or modulations shall range from 32 to 50 feet and in blocks designated for mid-densities (from 55 to 80 units per acre) lot modulation shall range from 25 to 32 feet. Block modulation shall reinforce patterns of block development and densities envisioned by this Design for Development. Modulation shall be achieved through a combination of a) variations to the building height and to the setback of the front building wall (no less than 3 feet average) and can include but is not required to include b) variations in building elements, materials, colors and textures.
- ✪ Lot minimum area shall be 1,485 square feet, except for residential mews where no minimum is required.
- ✪ The architecture of the buildings shall provide ground floor features such as individual building entrances, porches, or stoops, etc. to provide visual interest and appeal to the pedestrian experience.
- ✪ Townhouses on narrow lots shall reflect and support the pattern of distinct residential units.
- Allow buildings to range from two to four stories, and up to five for higher



Hunters Point Shipyard
Figure 8

Area #1 reference
replaced by
"Phase I."

**PHASE I : HILLTOP SUB-AREA: ILLUSTRATIVE SKETCH
OF KEY URBAN DESIGN GUIDELINES**

density buildings on designated block corners (see below) and Block 1. Additional mezzanines or special architectural features are allowed within each block's height limits (see map page 17 for block height limits).

- On designated blocks (see Figure 7, Page 28), hold the corners for street wall definition with facades built to the property line. Minimums of 40 feet on the lot's short side and 60 feet on the lot's long side from the corner are required.
- Place higher density housing such as apartments on corners no further than 100 feet in depth from the lot's long side. Higher density corner buildings will be no more than five stories within block height limits (see map page 17 for block height limits).
- Mitigate height and massing impacts to the adjacent neighborhood for buildings along Donahue Street with appropriate transitions.
- Articulate upper stories of buildings to create attractive rooflines and skylines. An 8 foot minimum setback on all sides is recommended for potential fifth stories.
- Give special attention to **ground floor** treatment of **corner units** adjacent to **public open space parks**. Residential units, unit entrances, lobbies, community rooms, neighborhood retail, bay windows, and balconies will ensure activity and "eyes on the street."
- Minimize directly exposed blank walls. When they are unavoidable, encourage design that mitigates impact by adding visual interest and/or by creating transitions with open space such as planted front setbacks.
- Encourage excellence in architectural design for buildings at key locations (indicated with asterisk on Figure 7 page 28).
- Design roofs as "fifth facades" due to hill situation and potential views from one building to another. Mechanical and other technical equipment should be integrated in the design and address views from below as well from above.

Specific Development Guidelines for Block 1

- ✦ Mid-block Residential Mews: Incorporate into Block 1 mid-block residential mews, which shall be dedicated private rights-of-way accommodating pedestrians and emergency vehicles, as well as vehicles belonging to residents of Block 1 only. The mid-block residential mews shall provide physical connections and visual links to the interior of the block and from Hudson Ave through to the planned park in Parcel B (or Phase 2), to India Basin and to the Hilltop; the quality of the landscaping (paving, species and overall design) should contribute to the creation of attractive breaks, providing views to the Park and Bay. A mid-block residential mews may be at grade or above a garage structure, provided that a continuous, gradual pedestrian pathway is maintained. **At a minimum, the mid-block residential mews shall be publicly accessible during hours of daylight.**
- ✦ Block 1 massing, scale, and street edges on Innes Avenue and Donahue Street shall address its role as a key point of arrival to the Shipyard.

-
- Provide a minimum of two mid-block residential mews, as follows:

Hudson Avenue: Continue the Hudson Avenue right-of-way in its current orientation through Block 1 to connect with the planned public open spaces to the north. Minimum width shall be twenty feet.

Additional Streets: Create one additional mid-block residential mews perpendicular to both Hudson Avenue and Innes Avenue with a minimum width of twenty feet.

- Common Open Spaces should prioritize pedestrian use by contributing to a network of semi-public open spaces such as shared public ways, mid-block courts or small plazas.
 - ★ Acknowledgement of Adjacent Open Spaces: As much as possible, setbacks adjacent to the Phase 2 (Parcel B) Park shall allow a physical or visual connection to the Park and provide a buffer between the private and the public realm. **Ideally, individual or shared building entrances will connect via pathways to the park pathways in a way that both integrates and clearly delineates the private realm of the building and the public realm of the park.**
 - Relation of buildings to topography: Development of Block 1 should be respectful of the topographic conditions of the site in order to maximize its potential for development while preserving one of the most important assets for the whole area: views.
 - ★ Modulation: In accordance with Hilltop standards, the modulation of buildings should be tied to building types (refer to Page 29).
 - Building walls adjacent to the open space parcels to the east shall be articulated, provide generous openings and be visually interesting; avoid blank walls.
 - ★ Articulation of Facades: In order to retain the fine grain characteristic of traditional San Francisco neighborhoods, buildings shall be designed with variations of the massing, setbacks, height, etc. and architectural details to provide visual interest and distinction.
 - ★ Relation of building's lower level to streets and mid-block residential mews: **Lower floors should be active and provide a sense of interaction between the public and the private realms through residential setbacks or other means to preserve a sense of privacy to the units while assuring that the mews feels publicly welcoming.**
- Retail frontages: should offer a ratio of openness of at least **75%**, consisting of window shops and entrances. Windows should be transparent.
- Residential frontages: should be setback from the property line, with features such as porches and stoops.
- Garage entrances: These should be avoided as much as possible along public streets. It is recommended that garage entrances be located internal to the block.

-
- **Building Heights:** Buildings should generally step down towards the Bay. In areas adjacent to Phase II parks and public open space, building edges shall be a maximum of 45 feet. Along Innes Avenue and Donahue Street, taller buildings should reinforce the point of entry and the intensity of neighborhood life, with heights varying up to 55 feet. Upper floors should be articulated to create attractive rooflines and setbacks to reduce the appearance of height and the casting of shadows on open spaces.”

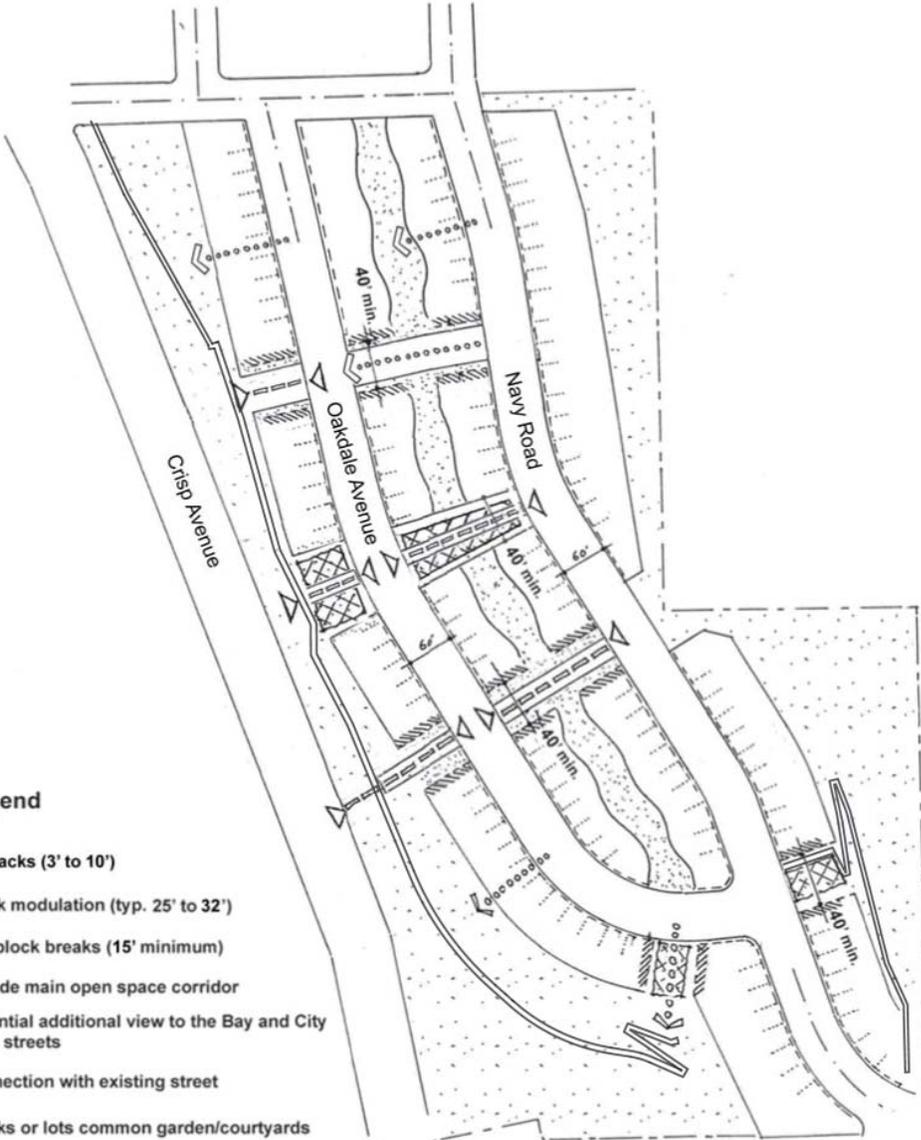
D2. Hillside Sub-area

Stretching along the hill, the Hillside will offer an opportunity for a series of buildings and open space terraced on the slope. Buildings will take advantage of the grade to create a diversity of building types terraced and curved to the site contours, modulating the linear nature of the development. On the open space, the focus will be to establish substantial landscaped pedestrian connections across the hill, and provide viewing areas as well as usable park or garden areas.

The following urban design guidelines for the Hillside Sub-Area are depicted in the Urban Design Plan (Figure 9, Page 34) and illustrative sketch (Figure 10, Page 36).

Open Space within Blocks

- ✪ Create three major open space corridors across the hill for pedestrian connections and views to the Bay and the City. At least one of the corridors should have an average width of 70 feet while the others should have an average width of 40 feet.
- Look for opportunities to create additional mid-block breaks to increase views to the Bay and the City, and further achieve integration of development on the hill. When used, the minimum width for such breaks should be 20 feet from building to building.
- When corner units are adjacent to park areas, create attractive yards facing the park to expand and articulate the public realm. Such yards should have a minimum dimension of 6 feet. Private space will be clearly delineated from public space without creating visual barriers.
- ✪ The minimum dimensions of parcel common open space should be 15 feet in every horizontal dimension, provided that the Agency will not unreasonably withhold its approval of variations that result in a common open space depth of less than 15 feet for lots less than 80 feet deep, adjacent to public open spaces. Areas of open space should be exclusive of the area coverage as described in the Development Standards page 14. Common usable open space in each parcel should be no less than 40% softscape.
- Setbacks should create an attractive transition with streets and integrate landscape features. Such setbacks should be no less than 3 feet and no more than 10 feet. No less than 40% of created setback, not including driveway area, should be softscape.
- Utilize roofs, terraces, balconies, and massing setbacks to provide additional



Legend

- Setbacks (3' to 10')
- Block modulation (typ. 25' to 32')
- Mid-block breaks (15' minimum)
- Hillside main open space corridor
- Potential additional view to the Bay and City from streets
- Connection with existing street
- Blocks or lots common garden/courtyards
- Plaza, park, mini-parks
- Hillside open space asset
- ADA Paths

BLOCK 48 - Block number added

Hunters Point Shipyard
Figure 9

Area #1 reference replaced by "Phase I."

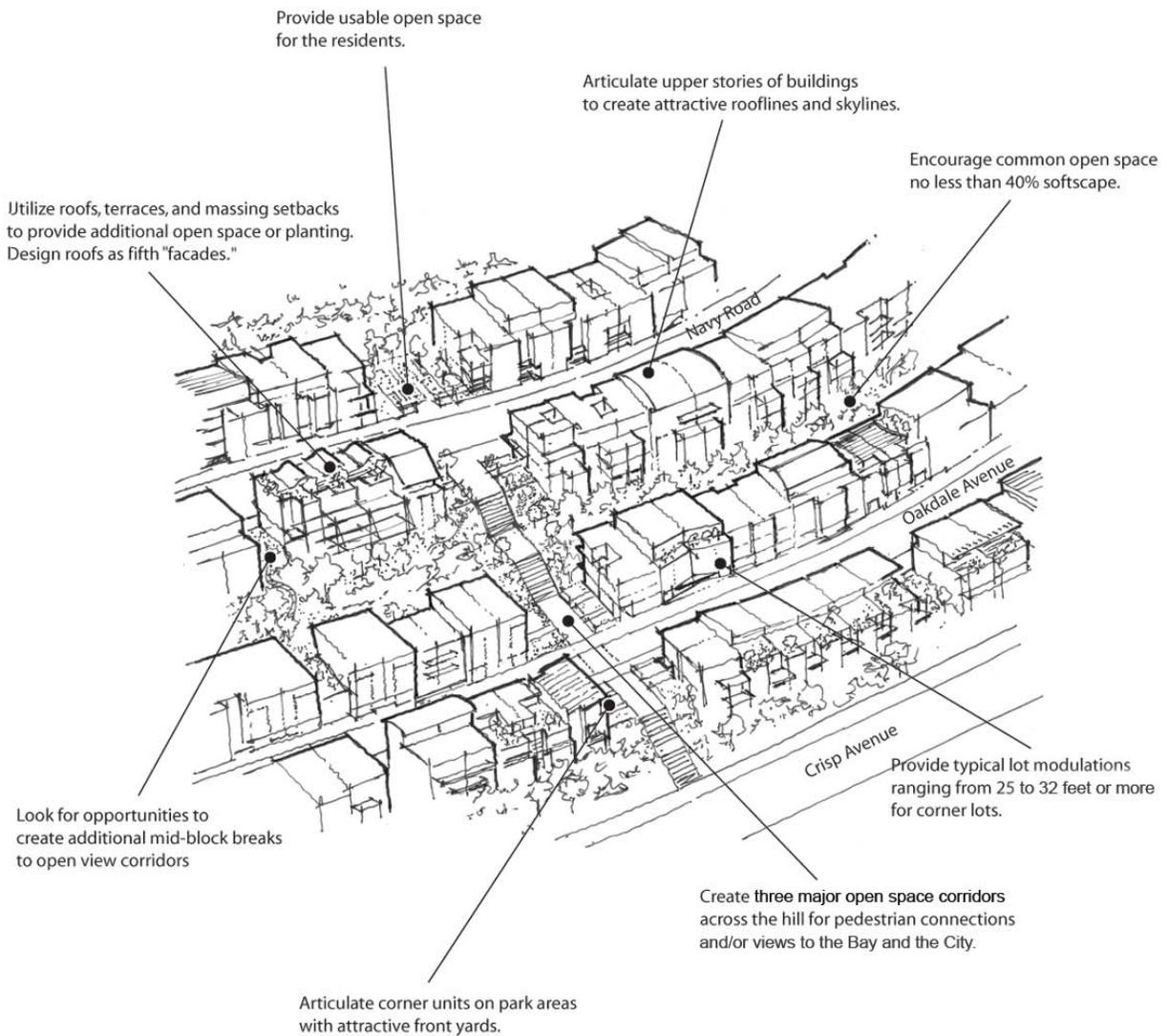
PHASE I: HILLSIDE SUB-AREA: URBAN DESIGN PLAN

open space or planting. Green roofs are encouraged.

Building typology and massing

As introduced in the general concepts page 22, the Hillside Sub-Area blocks are designed to provide a diverse fabric typical of San Francisco. Housing types will include a variety of flats (typically 2 or 4 units or more for corner lots), and townhouses or apartments in limited areas.

- ✪ Provide typical block modulations with lots widths or modulations ranging from 25 to 32 feet or wider for corner lots. Block modulation shall reinforce patterns of block development and densities envisioned by this Design for Development. Modulation may be achieved through a combination of variations to the building height and to the setback of the front building wall (no less than 3 feet average) and variations in building elements, materials, colors and textures.
- ✪ Lot minimum area shall be 1,800 square feet.
- Allow buildings to range from 2 to 3 stories. Refer to page 13 for standards regarding rooftop structures and other special architectural features.
- Provide a variety of housing types in terms of building scale, design, roofline, and materials.
- Create a visually interesting, safe and comfortable pedestrian environment. Give special attention to ground floor treatment of corner units adjacent to public open space. Residential units, unit entrances, or lobbies will ensure activity and “eyes on the street.”
- Minimize directly exposed blank walls. When they are unavoidable, encourage design that mitigates impact by adding visual interest and/or by creating transitions with open space such as planted areas.
- Include architectural features on ground floor setbacks such as stoops, porches, and awnings to provide visual interest and appeal to the pedestrian experience.
- Articulate upper stories of buildings to create an attractive and modulated skyline.
- Design roofs as “fifth facades” due to hill situation and potential views from one building to another. Mechanical and other technical equipment should be integrated in the design and address views from below as well as views from above.



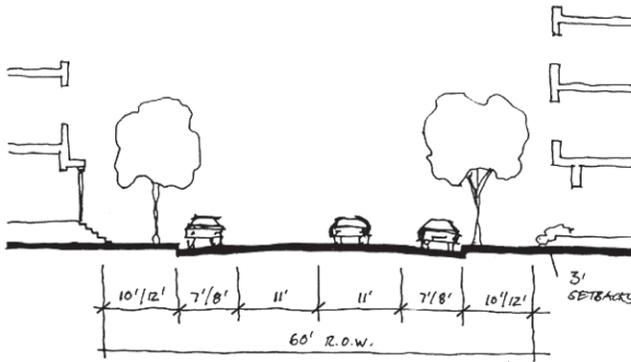
Hunters Point Shipyard
Figure 10

Area #1 reference
replaced by
"Phase I."

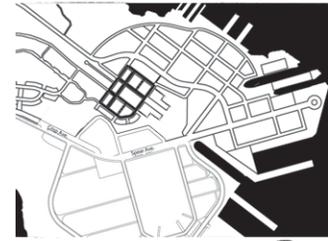
**PHASE I: HILLSIDE SUB-AREA: ILLUSTRATIVE
SKETCH OF URBAN DESIGN PLAN**

STREET DESIGN GUIDELINES - Hill Housing

Typical Residential Street



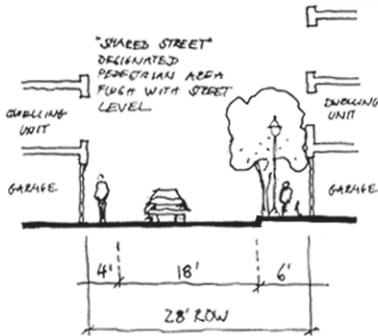
ILLUSTRATIVE SECTION



STREET LOCATION MAP
NORTH

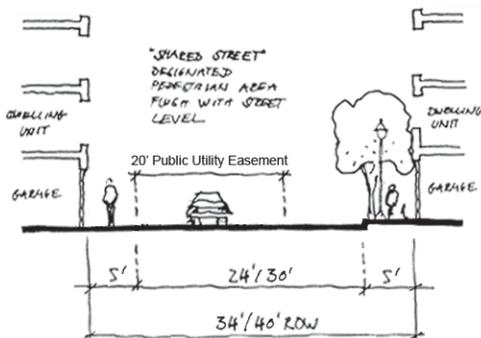
- ◆ Provide right-of-way width of 60 ft.
- ◆ Two travel lanes, each 11 ft in width.
- ◆ Two curb (parking) lanes 7-8 ft wide.
- ◆ Two 10-12 ft sidewalks.
- ◆ Regularly spaced street trees (e.g., every 25 ft).
- ◆ No curb cuts onstreet where residential alleys provide access to rear garages.

Typical Residential Mews



ILLUSTRATIVE SECTION

- ◆ Private easement
- ◆ Encourage shared street with integrated travel lanes (e.g., no curbs) and pedestrian oriented design.
- ◆ Provide right-of-way width and allow for two-way vehicular travel area.
- ◆ No street parking permitted at any time along mews.
- ◆ Provide landscaping.
- ◆ Ensure secure level of street lighting.
- ◆ Provide 20' public utility easements along private streets



ILLUSTRATIVE SECTION (PRIVATE STREET)

Hunters Point Shipyard
Figure 11

Hillpoint Park

Guidelines for public design, with potential for private participation

General Concepts

Hillpoint Park (the "Park") is intended to function as a regional park serving all age groups and a wide variety of uses. The Park is an open space area containing approximately two acres. It is located at the southeastern end of the Hilltop Sub-Area, including a linear space in Innes Avenue.

The Park is envisioned as informal and flexible with softscape (e.g., landscaping and grass) as well as hardscape (e.g., pavement and other hard surfaces) in areas that are heavily used. Since the site slopes significantly, a series of terraced areas could be considered. Pedestrian paths or stairs are recommended to connect the Park to other areas of the Shipyard, including the parks, open space, and waterfront areas in the Phase II Project Area of the Hunters Point Shipyard Redevelopment Plan.

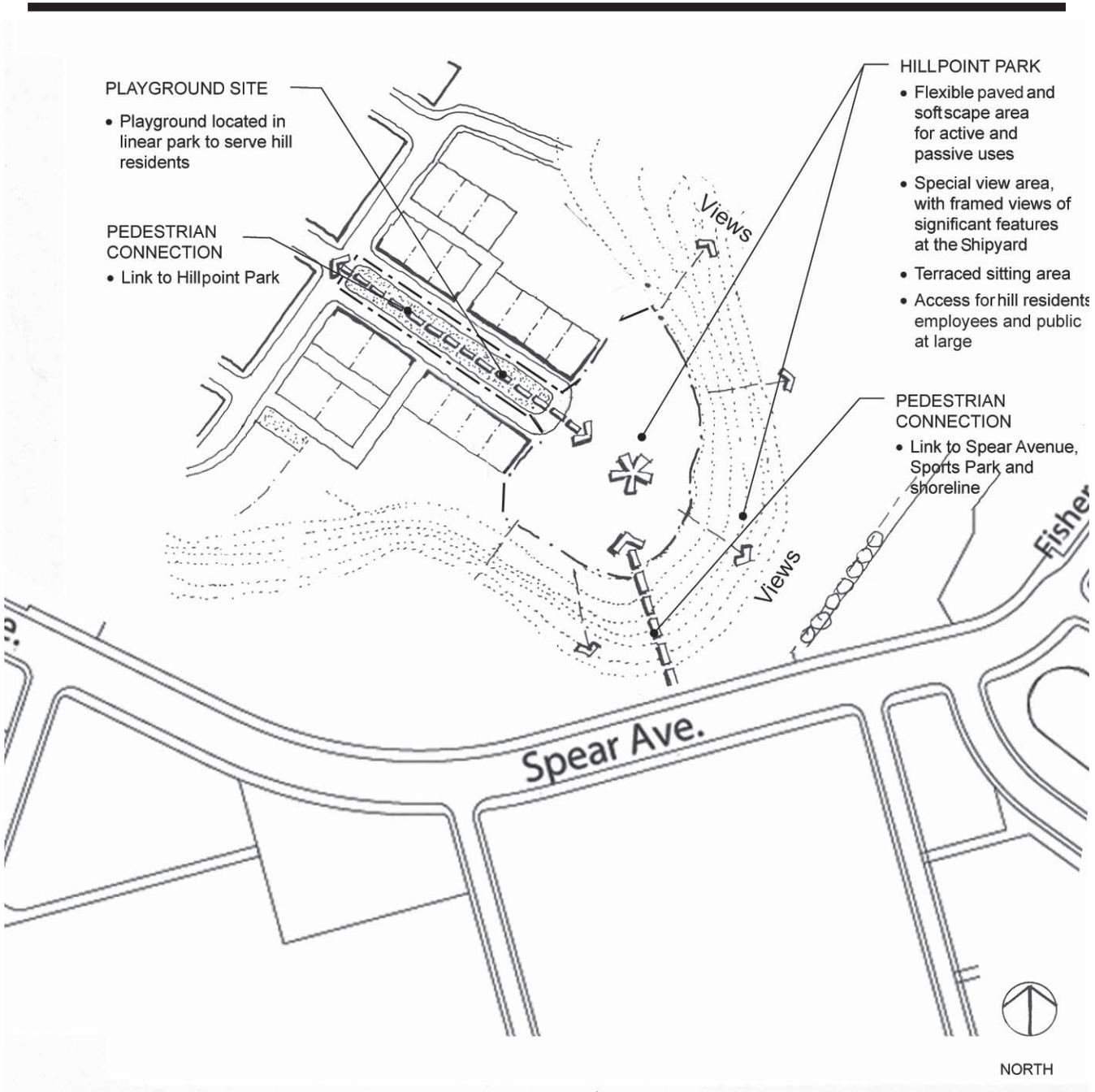
Hillpoint Park provides a panoramic overview of the Shipyard, and a viewing area for on-site waterfront activities, as well as spectacular views of downtown San Francisco, East Bay, and South Bay. A formal landscaped viewing area with seating is recommended, somewhat separate from the neighborhood portion of the Park and with an appropriate number of on-street parking spaces.

Linkages between this Park and other open space, marina, and cultural uses in the Shipyard should be sought. One recommendation has been that the Park, together with the Research and Development District and those portions of the Shipyard Villiage Cultural District located in the Phase II Project Area, be envisioned as an incubator of new concepts and ideas.

The "Hillpoint Park Design Concept Plan" (Figure 12) illustrates the general pattern of landscape, view orientation, play areas, and physical linkages to surrounding areas that is envisioned for later park design.

Design Guidelines

- ✪ Provide a pedestrian connection to the Shipyard North Residential District, the Shipyard Village Center Cultural District, and the waterfront.
- Design Hillpoint Park as a regional park with educational components integrated throughout the Park features.
- Design the Park to serve all age groups.
- Provide a children's play area, sitting areas, picnic and barbecue areas, and lawn areas for softball and other informal ball games.
- Leave the larger portion of the Park as a flexible softscape that can be used and programmed according to the needs of the neighborhood residents.
- Enhance and frame views from the Park.
- Provide an overlook area somewhat separate from the neighborhood portion of the Park with hardscape and seating oriented towards the view, and parking.
- Plant trees and shrubs to frame views, create spatial definition and provide wind protection and shady areas. Select plants that add sensory experiences through pleasing shapes, textures, colors, flowers, and seasonal changes.



Hunters Point Shipyard
Figure 12

HILLPOINT PARK DESIGN CONCEPT

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VI. DESIGN REVIEW PROCEDURE

Design advice and guidance will be made available to developers as part of the design review process. This review will serve to coordinate individual efforts and realize the best possibilities inherent in each project. Better architecture, site planning and engineering are the most obvious results of these procedures, but benefits also accrue in overall visual harmony and in achieving the broad functional objectives of the design.

New proposals will undergo design review and approval by the Agency prior to and subsequent to the conveyance of title by deed. This review will assure compliance with the requirements of the Redevelopment Plan and will evaluate the quality and appropriateness of the proposal on the basis of the design objectives, standards and urban design guidelines stated herein.

Staff Participation

Design review will be conducted by the Agency and its staff or, at the discretion of the Agency, a qualified independent individual or review panel may be selected to make design evaluations and recommendations to the Agency. The staff member responsible for the design review and maintaining liaison with the developer's architect will be the Agency's Chief, Architecture or a designated alternate. Formal required submissions shall be made to the Agency through the Agency's Chief, Architecture.

It is expected that continuous contact will be maintained between the developer's architect and the Agency architectural and engineering staff during the design and working drawing process and that reasonable requests for progress prints in addition to those required below will be met at any time.

Design for new development will be reviewed by the Agency's Chief, Architecture or his or her designee. This review will occur before critical decisions in the design process are made and will include review of the basic design concept, schematic plans, preliminary plans and outline specifications, and final plans and specifications as described below.

- || Design for new development will also be reviewed by the Planning Department as mutually agreed upon between the Agency and the Department **early in the process**.
- || Such review shall be completed within reasonable amount of time as deemed necessary depending on the complexity of the proposed development. In the event of a disagreement between the Planning Director and the Executive Director of the Agency regarding design, || the matter is to be resolved by the **Redevelopment** Agency Commission.

Citizen Participation

Advice and consultation will be sought by Agency staff from the Hunters Point Shipyard Citizens Advisory Committee (CAC) established by mayoral appointment regarding proposed development.

Conformity to the General Plan, Codes, and Ordinances

All new development shall meet the requirements of the General Plan and applicable codes including changes or amendments thereto as may be made subsequent to the adoption of the Redevelopment Plan except to the extent that the changes and amendments conflict with the express provisions of the Redevelopment Plan and this Design for Development.

Acceptance of Proposals

Required design submissions will occur at four stages in the preparation of the new development proposal. Additional informal reviews at the request of either the developer or the Agency staff are encouraged. A time schedule for the required submissions will be agreed upon at or before the time of execution of the Disposition and Development Agreement and will be set forth therein or in a separate document. A time period for review will also be established. It is the intention of the Agency that once acceptance has been granted at submission stage, further review will be limited to the development or refinement of previously accepted submissions or to the review of new elements which were not present in previous submissions.

In evaluating the design of a building and its relationship to the site and adjoining areas, the Agency will avoid imposing arbitrary conditions and requirements. The Agency will reject designs which fail to conform with the Redevelopment Plan, or the Design for Development. The Agency will attempt to work closely with the developer and the developer's architect in resolving problems, but the Agency's ultimate approval or rejection shall be final.

In the disposition of land, the Agency may establish additional design criteria for specific parcels to ensure an attractive and harmonious urban design and may implement these criteria with appropriate provisions in the disposition documents.

The Development Standards and Design Guidelines contained in this document are intended to inform individual project design and will be used to measure the design compatibility of a project with the overall design character of the Phase I Project Area. Development Standards within this document shall be applied by the Agency to project proposals in order to achieve the purposes of the Redevelopment Plan for this Project Area, provided, however, that with respect to the Development Standards, the Agency Commission may, in its discretion, grant minor variances to such standards where, owing to unusual and special conditions, the enforcement of the Development Standards would result in undue hardships, or would constitute an unreasonable limitation beyond the intent and purpose of such standards, subject to the condition that the Agency Commission shall find and determine that such minor variances result in substantial compliance with the intent and purpose of these Development Standards.

Submission Requirements

Formal submissions of plans shall occur in four stages as follows:

1. *Basic Design Concept*

- a. Site Plan showing general relationships of buildings to their surroundings, including other buildings and their respective uses, open spaces, parking areas, loading areas, roads and sidewalks. The building plan(s) shall distinguish the proposed uses in the case of mixed-use buildings and/or services in the case of single-use structures. Adjacent existing and proposed roads and structures shall be shown. Phasing possibilities, if any shall be shown.
- b. Site Sections showing height relationships in addition to those shown above.
- c. Building Plans, Elevations and Sections sufficient to indicate the architectural design, and materials proposed.
- d. Perspective sketches and/or model showing the architectural character of the proposed design concept.

2. *Schematic*

- a. Site Plan showing general relationships of buildings to their surroundings, including other buildings and their respective uses, open spaces, parking areas, loading areas, roads and sidewalks. The building plan(s) shall distinguish the proposed uses in the case of mixed-use buildings and/or services in the case of single-use structures. Adjacent existing and proposed roads and structures shall be shown. Phasing possibilities, if any, shall be shown.
- b. Site Sections showing height relationships, in addition to those shown above.
- c. Building Plans, Elevations and Sections sufficient to indicate the architectural design, structural system, and materials proposed.
- d. Written statement of proposal including: number of parking spaces, size and use of the facilities provided, structural system, and principal building materials.
- e. If required by the Agency, perspective sketches (at eye level) and/or model showing the architectural design of the proposed development.

3. *Preliminary Plans and Outline Specifications*

Upon approval by the Agency of the Schematic Plans, the following submissions are required:

- a. Site Plan or Plans showing: building(s), landscaped areas, parking areas, loading areas, roads and sidewalks. All land use shall be designated. All landscaping and site development details, including walls, fences, planting, outdoor lighting, street furniture, and ground surface materials, shall be indicated. Streets and points of vehicular and pedestrian access shall be shown, indicating proposed new paving, planting and lighting by the City. All utilities, easements or service facilities, insofar as they relate to work by the City or "by others," shall be shown.

Those areas of the site proposed to be developed “by other” or easements to be provided for others shall be clearly indicated.

In addition, Site Plans shall indicate (1) existing and finish contours; (2) site drainage and roof drainage; (3) an acceptable transition of overhead utilities to underground system within the site; (4) the required connections to existing utilities; (5) the utilization of public utility easements relative to electric, gas, telephone and water requirements of buildings within the site; (6) the planned use or modification of existing public right of way improvements; and (7) all existing structures around the site.

- b. All building Plans and Elevations at a sufficiently large scale.
- c. Building Sections showing all typical cross sections.
- d. All sign locations, design, and sizes.
- e. Materials and colors sample board.
- f. Drawings showing the structural, mechanical and electrical systems.
- g. Outline Specifications for materials and methods of construction.
- h. Expanded statement of proposal 2-d above to include the major building dimensions and gross floor area of buildings.
- i. Where variances, waivers, or deviations from existing city, state, or federal regulations are proposed, they shall be listed and progress toward obtaining such variances shall be stated.

4. Final Plan and Specifications

Upon acceptance by the Agency of the Preliminary Plans and Outline Specifications, the following submissions will be required:

- a. Completed Working Drawings and Specifications ready for bidding.
- b. Complete presentation of all exterior color and material schedules including samples, if different from those submitted for the Preliminary Plans.
- c. Complete design drawings for all exterior signs and graphics.

Issuance of Building Permits

The final construction documents shall conform to the final plans and specifications accepted by the Agency and to all applicable codes and ordinances of the City and County of San Francisco and the State of California at the time a building permit is filed with the City.

To obtain the necessary building permits, final plans and specifications shall be submitted directly to the Central Permit Bureau of the City and County of San Francisco.

Upon completion of its review, the Central Permit Bureau will forward the submitted final plans and specifications to the Agency for a confirmation of their adherence to the Agency-accepted final plans and specifications. Upon confirmation by the Agency, the final plans and specifications will be approved by the Agency and returned to the Central Permit Bureau for issuance of the Building Permit directly to the owner.

Once construction is started, the only items subject to an additional review would be requests for change orders in the construction. The developer is strictly required to construct the project in accordance with all approved final plans and specifications. Permission to make changes from such approved documents must be solicited by the developer, in writing, to the Chief, Architecture or his or her designee, who in turn will reply in writing giving an acceptance or rejection of the changes. No changes win the work are to be undertaken until such acceptance has been obtained.

Disclaimer Clause

The Agency's review and acceptance shall be of a general nature only for the apparent compliance with the requirements of the Redevelopment Plan and the Design for Development. It shall not be a detailed check of codes, dimensions, materials, design and construction processes. It shall not relieve the developer, contractor, vendor, etc., from complying with all aspects of the applicable federal, state, and local codes and utility company requirements. The Agency shall not be held responsible or liable for any errors or omissions or failure or performance of the work constructed or incorporated in the construction by reason of review.

VII. PROCEDURE FOR AMENDMENT

If and when it becomes necessary and appropriate to amend this document, amendment(s) shall be approved by both the San Francisco Planning Commission and the Agency.