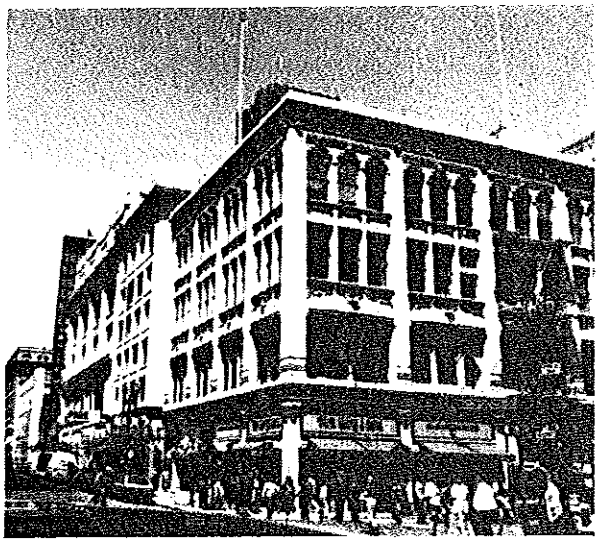
PRESERVING THE PAST

Background

Buildings in San Francisco's downtown were, until recently, the product of a short period lasting from 1906 until about 1930. After the earthquake and fire there was a rush to rebuild. By 1910, the area now considered the retail and financial districts was largely rebuilt with little evidence of the disaster remaining. Many of the new buildings were designed by architects trained in the same tradition (at the Ecole de Beaux Arts in Paris or under instructors trained there) and responding to a new building technology. As a result, the downtown had a coherent, unified appearance.



Downtown was characterized by light-colored, masonry-clad structures from six to twelve stories in height with rich, distinctive, and eclectic designs.

Conscious efforts were made to relate buildings to both the street and adjacent buildings by use of similar cornice and belt course lines, and sympathetic materials, scale and color. Large areas of glass, made possible by steel frame construction, were often used to allow light to penetrate into interiors. Buildings were constructed to the street and property lines, defining the street edge and producing a sense of enclosure. The relatively low structures incorporated a considerable amount of ornamentation and articulation, creating a pedestrian scale. Later development, up until the mid-1920s, continued this style and character.

During the late 1920s, though, many skyscrapers (for example, the Russ, Shell, and Pacific Telephone buildings) were of a more monumental size. But by use of a similar scale, style, materials, color, solid to glass ratio, detailing, and belt courses, they blended with buildings built right after the earthquake and fire.

From the Depression until the 1950s, no major buildings were constructed downtown. When construction resumed, buildings were of a much different character. Increasingly, they were much larger in scale than earlier buildings, often dark in color or with reflective glass, with few details to relate the building to pedestrians or to adjacent buildings. The new 'International Style' architecture made an office building a rectangular box with sheer, unornamented walls without setbacks or cornices. Continuity of the building form along the street was lost as buildings were set back and placed in plazas, each creating a "tower in a park."

In recent years, there has been increasing concern over the loss of older buildings and the failure of their replacements to blend into the established character of their surroundings.

OBJECTIVES AND POLICIES

OBJECTIVE 12

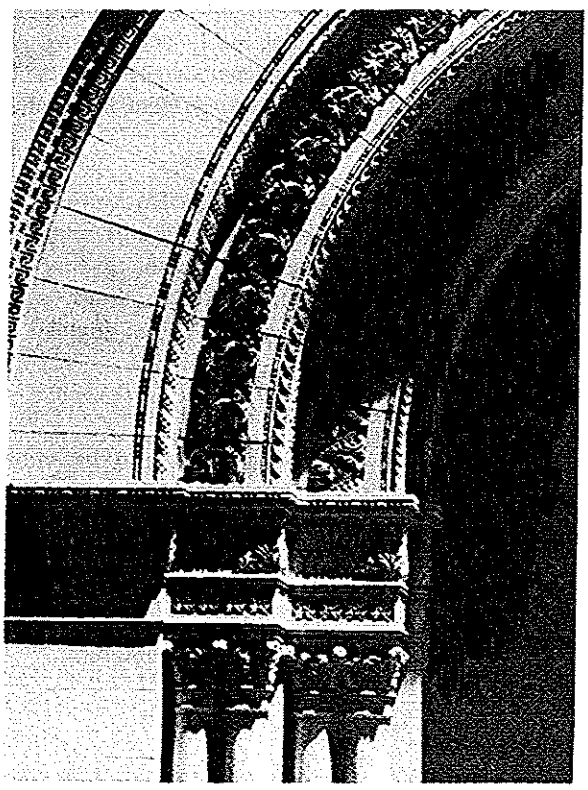
CONSERVE RESOURCES THAT PROVIDE CONTINUITY WITH SAN FRANCISCO'S PAST.

For San Francisco to retain its charm and human proportions, irreplaceable resources must not be lost or diminished. Past development, as represented by both significant buildings and by areas of established character, must be preserved. The value of these buildings and areas becomes increasingly apparent as more and more older buildings are lost.

POLICY 1

Preserve notable landmarks and areas of historic, architectural, or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development.

Older buildings that have significant historical associations, distinctive design, or characteristics exemplifying past styles of development should be permanently preserved. A continuing search should be made for new means to make landmarks preservation practical — physically and financially.



Criteria for judgment of historic value and design excellence should be more fully developed with attention to individual buildings, and to areas or districts. Efforts to preserve the character of individual landmarks should extend to their surroundings as well.

To some degree many other older structures are worthy of retention and public attention. Therefore, various kinds and levels of recognition are required, keeping in mind that the success of the preservation program depends upon the broad interest and involvement of property owners, improvement associations, and the public at large.

POLICY 2

Use care in remodeling significant older buildings to enhance rather than weaken their original character.

The character and style of older buildings of all types and degrees of merit can be needlessly hidden and thus diminished by misguided improvements. Architectural advice and, where necessary and feasible, the assistance of public programs should be readily available to property owners to assist them in retaining fidelity to the original design.

Along commercial streets, signs on building facades should be in keeping with the style and scale of the buildings and street, and should not obscure architectural lines and details.

POLICY 3

Design new buildings to respect the character of older development nearby.

Care should also be exercised in the design of new buildings proposed near landmarks or in older areas of distinctive character. New and old can stand next to one another with pleasing effects, but only if a similarity or successful transition is achieved in scale, building form, and proportion. The detail, texture, color, and material of the old should be repeated or complemented by the new.

Existing downtown buildings often provide strong facades that enclose the street space or public plazas. The character of these facades should also be respected. Building controls should assure that prevailing heights or building lines will not be interrupted by new construction.

Key Implementing Action

- Require retention of the highest quality buildings and preservation of their significant features. Provide incentives for retention of other highly rated buildings, and encourage retention of their significant features.

  Significant Buildings. Those buildings of the highest architectural and environmental importance—buildings whose demolition would constitute an irreplaceable loss to the quality and character of downtown—would be required to be retained. There are 251 of these buildings. They include all buildings classified as Buildings of Individual Importance and rated as excellent in architectural design, or very good in both architectural design and relationship to the environment.

  These buildings—referred to in the Plan as Significant Buildings—are divided into Category I and Category Ii, the difference being in the extent of alteration allowed. There are 209 significant buildings in Category and 42 significant buildings in Category II.

Significant buildings in Category II can accommodate, because of their depth, more substantial alteration of the back of the building without affecting the building's architectural qualities or appearance or their ability to function as separate structures. Most of these buildings are on deep interior lots with non-architecturally treated side and rear walls. The alteration could be a rear addition to the building visible from the street, a new, taller building cantilevered over the back of the building, or replacement of the rear of the building with a separate, taller structure. The addition or new building would be required to meet the guidelines for new construction in conservation districts.

Demolition of a Significant Building would be permitted only if public safety requires it or, in taking into account the value of TDR, the Building retains no substantial remaining market value.

Changes in the facade, or significant exterior features or interior features designated as landmarks would be reviewed for their consistency with the architectural character of the building by applying criteria, based in part on the Secretary of Interior's Standards for Rehabilitation.

Owners of significant buildings would be required to comply with all applicable codes, laws and regulations governing the maintenance of property in order to preserve the buildings from deliberate or inadvertent neglect.

Contributory Buildings. The Downtown Plan proposes to encourage, but not require, retention of other buildings contributing to the quality and character of downtown. These buildings, called contributory buildings, consist of two groups:

Category III

- Buildings classified as Buildings of Individual Importance and rated very good in architectural quality, but lower than very good in relationship to the environment, or rated excellent or very good in relationship to the environment, and located outside conservation districts. There are 16 of these buildings.

Category IV

- Buildings classified as Buildings of Individual Importance and rated excellent or very good in architectural quality, but lower than very good in relationship to the environment or rated very good in architectural quality and which are located in a conservation district. There are 15 of them.

- Buildings within a conservation district which are classified as Buildings of Contextual Importance. These contextual buildings are buildings that themselves are not as highly rated in architectural design and relationship to the environment as Buildings of Individual Importance, but do make a substantial contribution to the "quality" of an area that contains a number of highly-rated buildings and that is proposed to be given special protection as a conservation district.

While preservation of contributory buildings is desirable and would be encouraged by allowing their owners to transfer unused development rights, their importance is not so great as to justify a requirement that they be retained. Therefore, demolition and replacement or substantial alteration of such buildings would be allowed.

However, if the contributory building is in a conservation district, the design and scale of the modification or the replacement building would be reviewed to assure that the building approximately maintains the character of the district (see discussion of Conservation Districts below.)

Alteration of a contributory building that adversely affects the qualities for which it was given transferable development rights should make it no longer eligible for TDR. Therefore, alterations would have to meet the guidelines for significant buildings in order for the building to retain its transferable development rights.

Once development rights are transferred from a contributory building, alteration or demolition of the building would be regulated by the rules applicable to significant buildings.

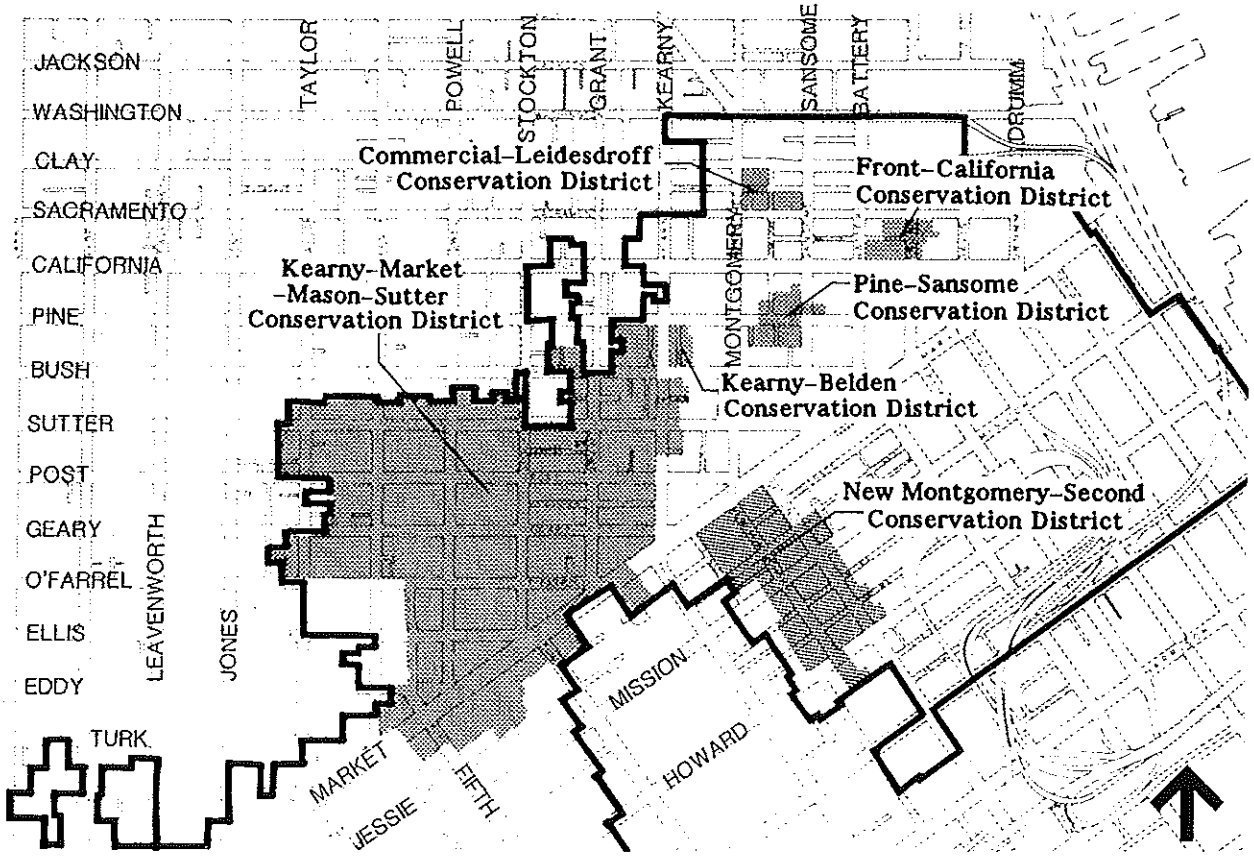
Owners of contributory buildings would be required to comply with all applicable codes and regulations governing the maintenance of the property in order to protect the building from deliberate or inadvertent neglect.

Key Implementing Action

- Create conservation districts in areas with special characteristics and qualities.

Certain sections of downtown have concentrations of buildings that together create geographic areas of unique quality. In these areas, buildings of a somewhat lesser quality than those required to be retained take on an increased importance. These buildings help create a setting that reinforces and complements the qualities of the more significant structures in the area and their own attributes are more apparent and appreciated.

Areas containing these concentrations of significant and contributory buildings would be designated as conservation districts to facilitate preservation of the quality and character of the area as a whole.



DOWNTOWN CONSERVATION DISTRICTS **Map 4**

In these districts, demolition and alteration of significant buildings would be subject to the restrictions applicable to those buildings described above. Contributory buildings as well as unrated buildings could be altered or replaced by new development. However, alterations or new development would be reviewed to assure maintenance of the character of the district. Both significant and contributory buildings would have transferable development rights.

Key Implementing Action

- Allow transfer of the unused development rights from Significant and Contributory Buildings.

  Both significant and contributory buildings should be entitled to sell for use on another site "transferable development rights", that is, the difference between the actual square footage of the building to be retained and the square footage of a new building that could be built on the lot as determined by the applicable floor area ratio. These "transferable development rights" (TDR) could be transferred to any parcel or parcels within the same zoning district if the height, bulk, and other rules of this Plan would permit the increased square footage. TDRs from the retail and office districts and to a more limited extent from the general commercial and support districts could also be used in a special development district immediately south of the existing C-3-O district where increased densities are appropriate. Since the square footage is simply transferred from one lot for use on another, the total allowable density downtown would not be increased.

  TDRs are proposed as a planning tool to insure the maintenance of sufficient development potential in the C-3 District to accommodate orderly growth and preserve a compact downtown, and to balance the public and private interests affected by the preservation policies. TDRs are not legally necessary to compensate property owners for restricting development of sites of landmarks and significant building sites. Similar restrictions on demolition of landmarks, without TDR, have been sustained by courts in many parts of the country.

URBAN FORM

Background

The urban form chapter includes objectives, policies and actions governing downtown building height and bulk, separation of buildings, sunlight access, wind protection, building appearance, and the relationship of buildings to the street.

HEIGHT AND BULK

OBJECTIVES AND POLICIES

OBJECTIVE 13

CREATE AN URBAN FORM FOR DOWNTOWN THAT ENHANCES SAN FRANCISCO'S STATURE AS ONE OF THE WORLD'S MOST VISUALLY ATTRACTIVE CITIES.

The visual appeal of San Francisco is based on its topography — its hills and ridges and their relationship to the ocean and bay — and on the scale of existing development. This scale is by and large a light-toned texture of separate shapes blended and articulated over the city's topography.

Fitting new development into this environment is, in a broad sense, a matter of scale. It requires a careful assessment of each building site, relating a potential new structure to the size and texture of its surroundings. It means making a very conscious effort to achieve balance and compatibility in the design for the new building. Good scale depends upon a height that is consistent with the total pattern of the land and of the skyline, a bulk that is not overwhelming, and an overall appearance that is complementary to the building forms and other elements of the city. Since the height, bulk and appearance of past development differs within the city, scale is relative.

Historically, the buildings forming San Francisco's skyline and streetscape were harmonized by color, shape, and details. Much effort was made in the past to relate each new building to its neighbors at both upper and lower levels, and to avoid jarring contrasts that would upset the city pattern. Special care was accorded the edges of distinct districts, where transitions in scale are especially important. Similar effort and care must be taken with new development in the future.

Tall buildings are a necessary and expressive form for much of the city's office, apartment, hotel and institutional development. These buildings, as soaring towers in an otherwise light-colored, low-rise city, evidence the city's economic strength. They make economical use of land, offer fine views to their occupants, and permit efficient deployment of public services. If properly placed, tall buildings enhance the topographic form and existing skyline of the city.

A proper plan for building height should weigh all the advantages and disadvantages of height at each location in the city. It should also take into account appropriate, established patterns of building height and scale, seeking for the most part to follow and reinforce those patterns. The plan should recognize the functional and economic needs for space in major centers for offices, high density apartments, and hotels.

Bulk refers to the apparent massiveness of a building compared to its surroundings. A building may appear to have great bulk whether or not it is of extraordinary height. It can block near and distant views and create a disconcerting dominance on the skyline and neighborhood. Users of modern building space may find these bulky forms more efficient, or more logical for combining several uses in a single development. But, these considerations do not measure the external effects upon the city.

The apparent bulk of a building depends primarily upon two factors: the amount of wall surface visible, and how far the structure extends above its surroundings. Accordingly, a plan seeking to avoid excessive bulkiness should consider the existing scale of development in each part of the city and the effects of topography in exposing building sites to widespread view.

In general, the texture of San Francisco, when viewed from close-up or from afar, is one of small-scale buildings covering the hills on a grid street pattern, punctuated by green space and occasional larger significant structures, such as churches, schools, and hospitals. The collective mass of office buildings in the Financial District has become the most prominent man-made component of the skyline. The bridges, Twin Peaks, and Golden Gate Park, remain distinctive and identifiable,

but increasingly, the intense cluster of large-scale structures is the city's dominant image. The bulkiness and repetitive boxiness of many recent structures have obscured the fine-scale sculptured skyline of pre-World War II San Francisco. To create a new sculptured skyline, new buildings must have generally thinner and more complex shapes.

Control of building bulk limits the impact of building mass. At the streetscape — the closest view — building mass directly affects the light and air on the street, on plazas, and on adjacent buildings. The mass of an individual building dominates the scene from a pedestrian's view.

Views down a street or from upper floors of buildings across the downtown enable the mass and shape of buildings to be compared with one another. Here relationships of building forms to other building forms become important. An excessively bulky building can obscure views to and from other buildings.

At a distance of a mile or more, relationships among buildings form a skyline image — a combined mass and shape. The bulk and form of the individual structures — most particularly the taller, larger structures and those at the edge of downtown — affect the skyline image.

Bulk controls should address the impact of a building at the streetscape view, its relationship to neighboring buildings, and its cumulative impact on the skyline as a whole. Controls should provide a building envelope that offers a latitude for individual building design, but in harmony with the whole.

POLICY 1

Relate the height of buildings to important attributes of the city pattern and to the height and character of existing and proposed development. (See Map 5)

Downtown height controls should be consciously structured and varied to create specific areas which simulate the natural hills that characterize San Francisco. Taller buildings should be clustered to promote the efficiency of commerce and avoid unnecessary encroachment upon other areas. The downtown financial core — the major place of tall buildings in the city — should be kept separate from other less intense activity areas in surrounding low rise development. It should taper down to the shoreline of the Bay. Other highrise nodes should be kept away from the base or sides of hills as far as possible, or should be restrained from further intrusion onto hillsides.

In previous eras of city building, the height of new development within an area might be expected to vary considerably. The pressure to maximize development on a site was not as significant a factor then. Under such conditions, extended areas with the same height limit did not pose any city form problems. A natural variety of heights resulted in a complex, interesting city form.

There is now, however, an increasing tendency to build to the height limit, particularly in height districts lower than 400 feet. When many buildings are constructed at the height limits, a visible lining up of building tops occurs. This phenomenon called benching causes an awkward city form.

To avoid this benching effect, narrower height districts of varied height and mechanisms which allow greater height for more slender buildings should be created. Height limits should be structured so as to allow the presence of new buildings to affect the existing skyline in a positive way, softening existing "benching," and providing more variety and interest in the skyline and general view of the city.

POLICY 2

Foster sculpturing of building form to create less overpowering buildings and more interesting building tops, particularly the tops of towers. (See Figures 2 and 3 on page 30)

As buildings increase in height, they should be sculptured or shaped to appear increasingly slender and delicate. Modifying the silhouette of a building, making the more visible upper portion slender, offsets the building's bulkiness.

The shape given to the top portion of every large structure should consider the building's position in city views. Prominent buildings should be consciously designed to contribute to a graceful skyline in harmony with the texture of development on surrounding hills. Buildings below the city silhouette, but still prominent in views, should contribute to an overall sculptural form — avoiding awkward or overscaled blunt forms. The tops of all buildings should be interesting to look at from nearby towers.

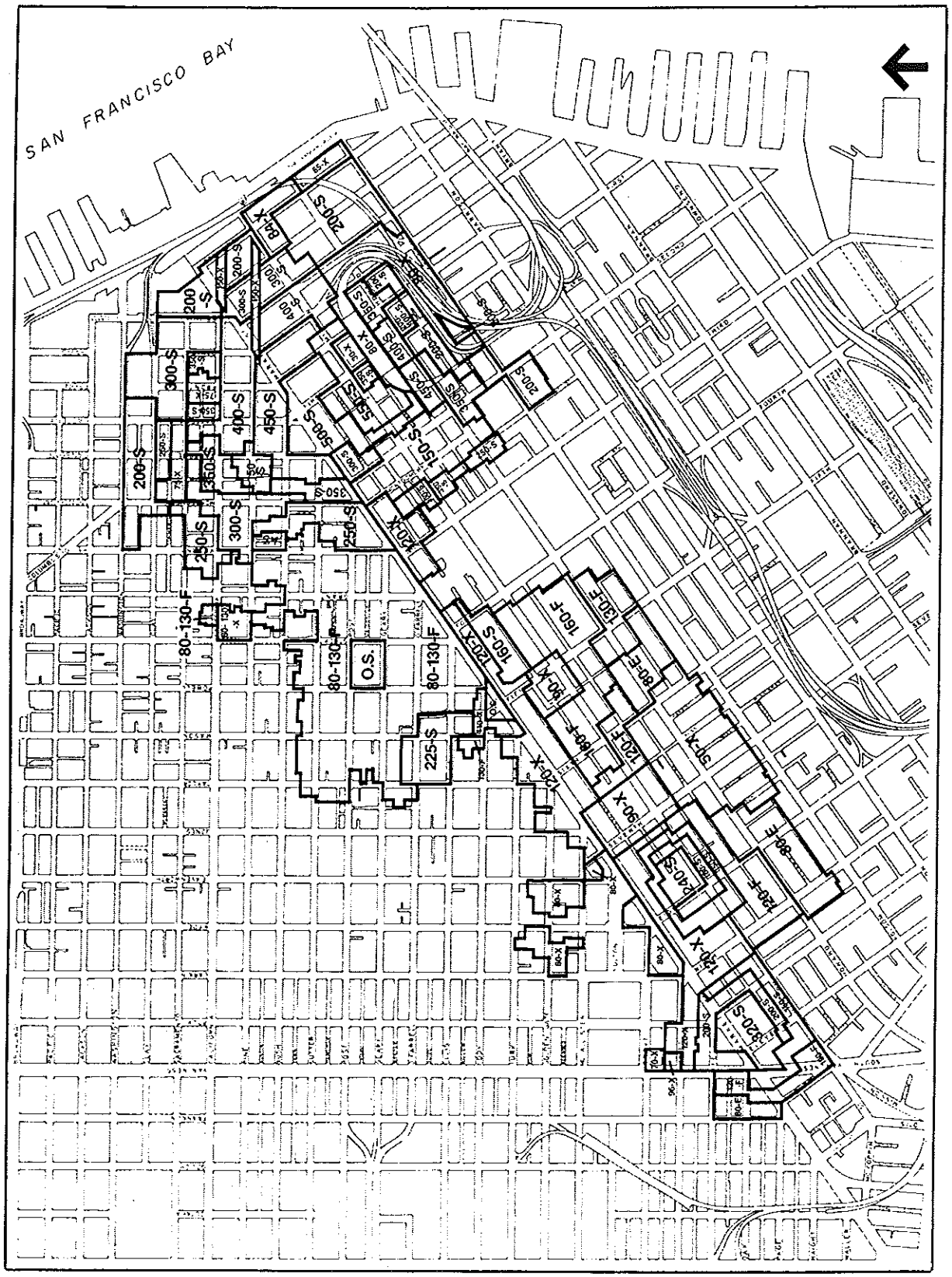

SAN FRANCISCO BAY
0 400FT
Map 5
PROPOSED HEIGHT AND BULK DISTRICTS
O.S.
80-130-F
200-S
300-S
400-S
450-S
500-S
250-S
225-S
160-F
160-S
130-E
120-X
90-X
80-X
240-S
320-S

Figure 2 BULK LIMITS

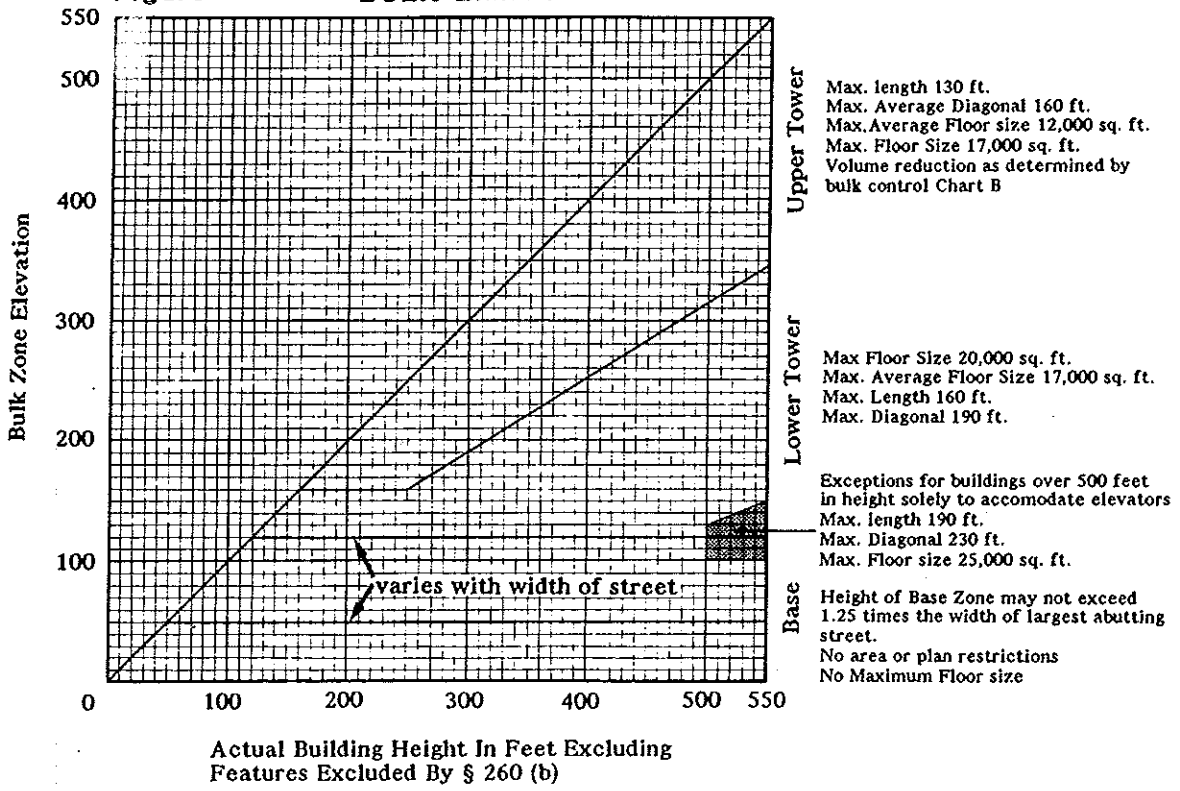
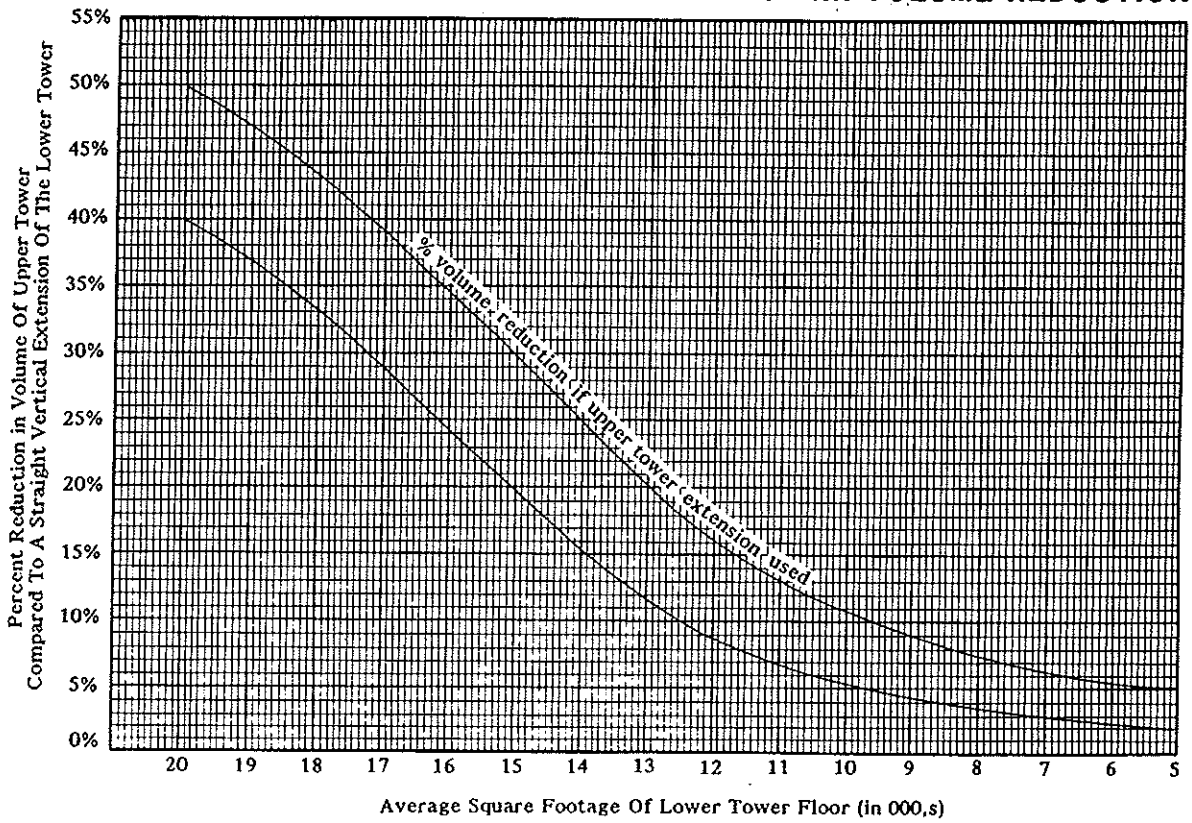


Figure 3 BULK CONTROL UPPER TOWER VOLUME REDUCTION



Skyline effects of existing box-shaped buildings should be masked or softened by new tall, well-composed buildings similar in height to nearby towers should be shaped and detailed to disguise the similarity.

POLICY 3

Create visually interesting terminations to building towers.

All buildings should be massed or otherwise designed or articulated to create a visually distinctive termination of the building facade. The intent is to return to the complex visual imagery of the surrounding hillsides and to the complex architectural qualities of older San Francisco buildings. However this does not mean that literal employment of historical detailing is encouraged, although that may be called for in particular circumstances. What is desired is the evolution of a San Francisco imagery that departs from the austere, flat top box — a facade cut off in space.

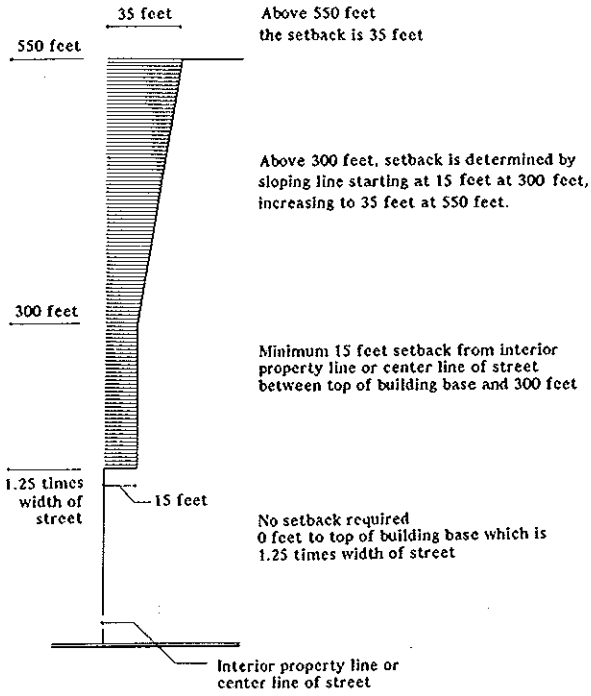
POLICY 4

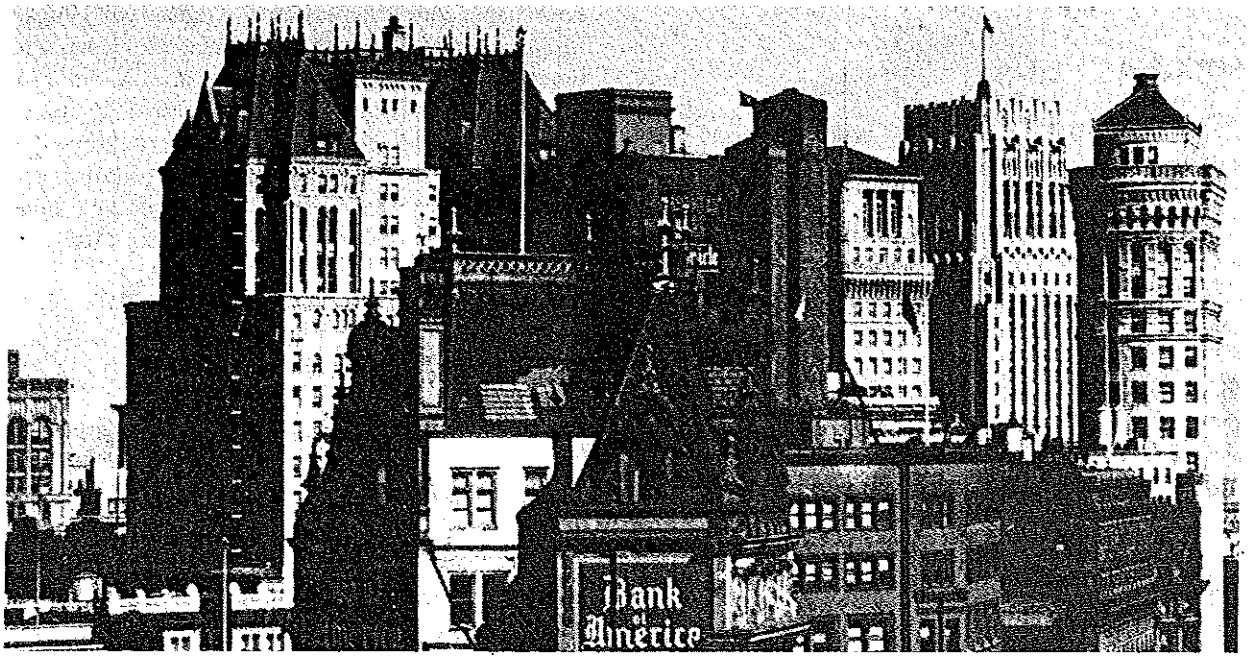
Maintain separation between buildings to preserve light and air and prevent excessive bulk. (See Figure 4)

Every major highrise should be designed to be a good neighbor to surrounding towers, recognizing that a potential exists to build additional structures in the immediate vicinity. Setbacks on interior property lines and setbacks on narrow south of Market streets, should be provided to assure adequate separation between towers even though the structures are on relatively small lots.

Figure 4

SEPARATION BETWEEN TOWERS





SUNLIGHT AND WIND

Background

The existing land use controls give little attention to the effect of building form on the loss of sunlight and the creation of wind. The shadow and wind studies done as part of the elaborate environmental review process initiated after existing controls were adopted, along with the special analysis of wind and sun which has been undertaken recently have heightened public concern over these issues. The blockage of sunlight to St. Mary's Square caused by the Telephone Building on Pine Street and the wind currents around Fox Plaza, the Federal Building, and the U.S. Assessor's Building are dramatic examples of the impact of inappropriate building forms on the pedestrian environment.

Pedestrian comfort depends on the combined effects of sun, wind, temperature, and humidity. Locations exposed to the wind and shaded by buildings are seldom comfortable in San Francisco's typically cool temperatures.

OBJECTIVES AND POLICIES

OBJECTIVE 14

CREATE AND MAINTAIN A COMFORTABLE PEDESTRIAN ENVIRONMENT.

POLICY 1

Promote building forms that will maximize the sun access to open spaces and other public areas.

Given San Francisco's temperate climate, the warmth provided by direct sunlight can make a significant difference in the physical comfort experienced in these spaces.

Buildings to the south, east, and west of parks and plazas should be limited in height or effectively oriented so as not to prevent the penetration of sunlight to such parks and plazas.

In addition to parks and plazas there are certain locations in the downtown where direct sunlight is very important. They include shopping streets in the retail district, and alleys with a high concentration of eating and drinking establishments and a high volume of lunchtime pedestrian use.

New buildings adjacent to these spaces should be shaped to minimize the shadow that is cast by the building on the public space.

POLICY 2

Promote building forms that will minimize the creation of surface winds near the base of buildings.

Variation in ground level wind impacts is related to several factors:

- Exposure of the building to the prevailing wind direction, the more exposed a building is, the greater the volume and momentum of the wind intercepted, and the greater the potential for wind accelerations at street level.

- The shape, area and uniformity of the upwind facade. Relatively large, uniform facades typically result in greater wind accelerations than do narrow or complex facades with numerous setbacks.

These factors should be taken into account in the massing and detailing of new buildings. Exposed facades should use setbacks at various levels, and other configured shapes and design features, to reduce wind impact. In buildings of a size likely to cause problems, wind tunnel tests of alternative building masses should be undertaken and the results employed in selecting the shape of the building. As a general rule, a building form should not be used which causes wind speeds to exceed eleven miles per hour in areas where people are walking and seven miles per hour where people are sitting.

BUILDING APPEARANCE

OBJECTIVES AND POLICIES

OBJECTIVE 15

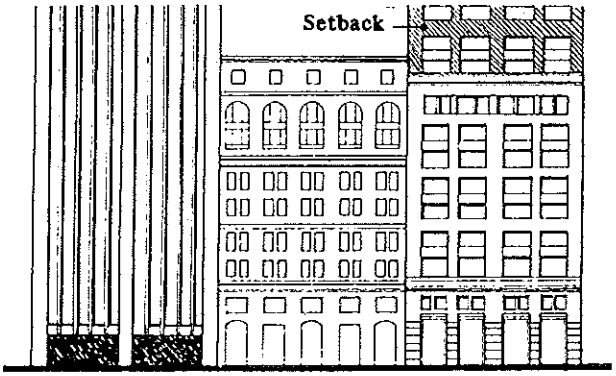
TO CREATE A BUILDING FORM THAT IS VISUALLY INTERESTING AND HARMONIZES WITH SURROUNDING BUILDINGS.

POLICY 1

Ensure that new facades relate harmoniously with nearby facade patterns.

When designing the facade pattern for new buildings, the pattern of large nearby existing facades should be considered to avoid unpleasant juxtapositions. Incongruous materials, proportions, and sense of mass should be avoided.

As a general rule, facades composed of both vertical and horizontal elements fit better with older as well as most new facades.



The all vertical pattern of this building has little in common with the center structure

Strong verticals and horizontals strong base and similar street wall height help give building a positive relationship to center building

POLICY 2

Assure that new buildings contribute to the visual unity of the city.

For the most part, buildings in San Francisco are light in tone. The overall effect, particularly under certain light conditions, is that of a whole city spread over the hills. To maintain continuity with this existing pattern, disharmonious colors or building materials should be avoided. Buildings should be light in color. Highly reflective materials, particularly mirrored or highly reflective glass, should be used sparingly.

POLICY 3

Encourage more variation in building facades and greater harmony with older buildings through use of architectural embellishments and bay or recessed windows.

STREETSCAPE

OBJECTIVES AND POLICIES

OBJECTIVE 16

CREATE AND MAINTAIN ATTRACTIVE, INTERESTING URBAN STREETSCAPES

POLICY 1

Conserve the traditional street to building relationship that characterizes downtown San Francisco.

San Francisco is noted for streets that are at the property line with little or no space between them. This historical pattern of development gives San Francisco its intense urban quality.

This pattern should be preserved and fostered. Structures generally should be built to the street property line along the entire frontage to a sufficient height for proper definition of street space. Exceptions to this streetwall should be allowed to create open space and circulation space where desirable and appropriate. However, open spaces should not be so frequent or close together that they undermine the sense of a continuous streetwall.

POLICY 2

Provide setbacks above a building base to maintain the continuity of the predominant streetwalls along the street.

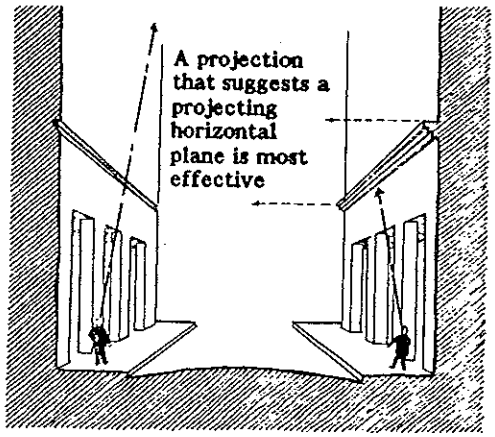
Many downtown streets contain ornate older buildings of modest scale, which should be preserved for future generations to appreciate. While the heights of these buildings vary when taken together, they often create a sense of a unitary street facade or wall. This street wall gives continuity and unity to the streetscape. The intrusion of large, flat planed modern buildings among small-scaled and decorated older buildings can break up the continuity and unity.

If the new taller building is set back an appropriate distance above the existing predominant streetwall height, the upper portion of the building will not be perceived as part of the streetwall, and if the lower

portion were given a similar texture and projecting cornice the disruption would be minimized. The depth of the setback required would be a function of the width of the street and the height of the existing streetwall.

The height of the streetwall cannot be determined with great precision by a mathematical formula. Often there is considerable variation in the heights of buildings on the same block. Determination of an appropriate streetwall height for the new building is a question of judgment — "What height would be consistent with the general scale of the buildings on the block that are likely to remain?" This question would be resolved in a case-by-case basis.

In areas where there is no pre-existing streetwall worth of retention, setbacks may not always be needed if a strong, pedestrian scaled building base is crated and the building tower is well separated from other towers. However, setbacks might still be needed for sunlight access or to create windbreak.



At the base of a building with a recessed band vision can slide by along the surface of the building

The projecting beltcourse firmly interrupts the line of vision and sets a scale for the street.

POLICY 3

Maintain and enhance the traditional downtown street pattern of projecting cornices on smaller buildings and projecting belt courses on taller buildings.

The projecting cornice is a very distinctive San Francisco architectural feature. Most older buildings have them. Most tall older buildings also have horizontal architectural features that clearly define the building base at a level typically half to one times the width of the street. These projections, together with the generous use of decorative embellishments, contribute to the architectural sense and comfortable human scale of downtown San Francisco. Their contemporary use should be encouraged in new development. Alternative means of terminating the shorter building or defining the base of a taller one could be employed if effective in creating a sense of street scale. However, it is extremely difficult to do this unless one's eye is interrupted by a projection as it moves up the facade from the base. Change of color, colored bands, and grooves are generally ineffectual and rely on the projections on adjacent buildings for what effect they do have.

POLICY 4

Use designs and materials and include activities at the ground floor to create pedestrian interest.

Retail Uses

Shops and restaurants contribute liveliness and visual interest to street frontages, lobbies and plazas of office buildings. Group floor space fronting on streets, pedestrianways, plazas, and courtyards outside the retail district should be devoted primarily to retail and service uses that are of interest to pedestrians and that meet the needs of workers and visitors to nearby buildings.

Glass

The use of clear untinted glass on the first two or three floors of buildings permitting pedestrians to glimpse the activity within, contributing to the overall sense of liveliness of the street. Dark tinted windows create a blank impersonal street front with no sense of life or activity, and should be discouraged.

Detailed Bases

Incorporation of visually interesting details and/or decoration into the design of the base avoids an excessively dull frontage.

Decorative features, including the detailing found on many older and some contemporary designs, assure needed visual interest for the pedestrian. They should be used whenever practical.

Textured Blank Walls

When blank walls are unavoidable, they should be made less oppressive through the interesting patterns and scale-giving feature.

POLICY 5

Encourage the incorporation of publicly visible art works in new private development and in various public spaces downtown.

The quality of life is enriched by art and artistic expression in many varied forms. The worker or visitor to downtown spends many hours in an environment of office buildings and commercial enterprises. Art in this environment can offer a counterpoint, attract the eye, stimulate the imagination, arouse emotions or just cause a momentary interest or amusement.

In the past, many prominent buildings included sculptured relief, ornate custom grillwork, mosaics, murals, carvings, as well as statuary and other forms of artistic embellishment. Buildings were less separable from art and artistic expression.

To reestablish this tradition of enhancing the environment for all to enjoy, artwork should be incorporated in new buildings and public spaces in downtown. Art work is required for all new public buildings of the City and County. The Redevelopment Agency has successfully used a requirement for art work in its downtown redevelopment projects to obtain major fountains, sculpture, and other artworks which have made a substantial contribution to the quality of the downtown environment.

Sculpture, bas-relief, mosaics, murals, and decorative water features are among the types of artwork that should be provided.

MOVING ABOUT

Background

Even in the days when San Francisco was a port and fishing village, access to downtown was critical in generating and accommodating growth in the city. Located at the upper end of a 40-mile peninsula, the city grew almost exclusively on the support of a waterborne transportation system.

Ferries provided the links to Marin, and the East Bay, and up the Delta to early rail connections inland. In time, this regional ferry network became quite extensive and moved 37 million persons a year into and out of downtown. The ferry boats were met by electric railroad transit systems, including a third-rail electric commuter railway from Sausalito north to San Rafael. A similar overhead-wire electric inter-urban system in the East Bay connected directly to Emeryville, Berkeley, Oakland, Alameda, and places as far as Chico. These systems were supported by miles of electric streetcar and cab car systems. The focus of all these networks at one point—downtown San Francisco—made it the most accessible by land and water in the Bay Area.

Thus established, downtown San Francisco continued to grow. To make growth possible, the transportation systems were altered and expanded over successive decades. The Bay Bridge was opened in 1936, and the Golden Gate Bridge a year later. These two connections provided direct access for trains and automobiles and spelled the decline and virtual elimination of ferry boats.

During World War II, the transportation system was taxed to its maximum capacity. Very little additional expansion of the basic networks occurred. Following the war, several dramatic changes took place. The San Francisco Municipal Railway (MUNI) absorbed the Market Street Railway, its larger, privately owned competitor, as well as most of the independent cable car operators. Fifteen years of deferred maintenance had taken its toll on streetcar and cable car lines. These were replaced by trolley buses and motor buses. Freeways were planned and construction begun. Interurban rail tracks were removed in 1958 from the lower deck of the Bay Bridge to increase capacity. The State enacted a law for toll bridge payment of an underwater rail subway tube if any regional transit system was ever constructed. Early proposals for subways under Market Street date back to the 1920s, but it wasn't until 1962 that the three-county Bay Area Rapid Transit District (BART) was approved by the voters.

By the time BART's transbay revenue trains once again provided direct passenger rail links to the East Bay in 1974, the city had already experienced the "freeway revolt." The freeway system had been stopped. The second bridge across the Bay was voted down. The Embarcadero Freeway had been recommended for removal. The completion of I-280 to the Bay Bridge had been deleted from the Interstate Highway System. The planned system of grade-separated roadways had been only partially constructed.

The City Planning Commission and Board of Supervisors adopted a "transit first" transportation policy in 1973. The fragile environment of San Francisco was too important to be dismantled and disrupted by the scale of infrastructure required to support an "automobile first" policy. The city's Master Plan called for accommodating future growth downtown with public transit.

In the ten years since adoption, the "transit first" policy has worked well. Millions of square feet of office space, hotels, and retail have been constructed, and thousands of additional person work downtown. There has been no significant increase in automobile infrastructure. The downtown streets have been strained, but remain serviceable because of the success of the transit first policy.

The city's policy has worked because the years since 1972 have included opening BART, creation of the Golden Gate Transit ferry and bus system to the North Bay counties, creation of SamTrans to acquire and expand former Greyhound service to San Mateo County, opening of MUNI Metro as a light-rail urban subway system serving one-quarter of the city's neighborhoods, and federally assisted expansion of bus service throughout the region. Recently, the responsibility for operating the Southern Pacific (SP) commuter service was assumed by Caltrans. Plans are under way to expand and possibly extend this service closer to downtown. Taken together, the last ten years have brought a significant addition to transit access to downtown San Francisco.

Downtown employment may grow by as much as 90,000 jobs by the year 2000. Conditions would deteriorate significantly if employment growth results in many more cars downtown. For this reason, the Downtown Plan does not recommend expanding the capacity of streets and bridges to accommodate an increase in the number of cars entering the general downtown area during the peak period. Nor does it advocate lengthening the peak period to more than two hours to accommodate more commuters. This is already happening and it could be encouraged by promoting staggered work hours. However, extending the peak would require an expansion of the parking supply and will increase street congestion and further restrict regional mobility. The Plan, therefore, contemplates another strategy with two principal efforts.

Effort 1: Increase the number of commuters per vehicle

Ridesharing should be expanded. The increase in average auto occupancy rates shown in Table 2 might be achievable through increased use of carpools and vanpools and these increases should be established as a planning goal.

The extent to which increases in ridesharing can be achieved is primarily dependent upon the incentives provided to carpoolers/vanpoolers. Feasible increases vary from corridor to corridor because of the differences in ridesharing incentives that can be provided.

The coordination of ridesharing activities, (such as is being performed by RIDES for Bay Area Commuters and transportation brokers) and low cost, reserved parking spaces for vanpools (as is being provided in various Caltrans lots underneath the freeways) are available to commuters from all corridors. Other incentives are quite different from corridor to corridor. The East Bay corridor has three toll free high occupancy vehicles (HOV) lanes at the approach to and the metering area beyond the Bridge toll plaza. Returning commuters have an exclusive HOV lane and on ramp to the Bay Bridge via Bryant and Sterling Streets. The North Bay corridor has a HOV lane on U.S. 101 from Greenbrae to Richardson Bay Bridge and has free tolls to HOVs but no exclusive by-pass lanes. The South Bay corridor has a HOV lane on I-280 southbound between Sixth Street and just north of the U.S. 101 interchange. As commute times are extended because of congestion these ridesharing incentives will become stronger.

There are no incentives currently provided to San Francisco commuters on freeways (except the HOV lane on southbound I-280) and surface streets. In the short term it is expected that the difficulty and expense of parking will be the primary incentive for ridesharing by San Francisco commuters.

TABLE 2

RIDESHARING

(COMMUTER OCCUPANCY RATE PER VEHICLE)

Corridor	Existing	Year 2000 Goal	Percentage Increase
East Bay	2.42	2.83	16%
North Bay	1.47	1.68	14%
Peninsula	1.76	1.94	10%
San Francisco	1.24	1.36	9%
All Corridors	1.48	1.66	12%

If these increases can be achieved it would mean an additional 12,000 people could travel by automobile from the three regional corridors without increasing the number of automobiles.

Effort 2: Increasing the number and percentage of commuters using transit

By increasing the percentage of downtown commuters using transit to 70% from the existing 64% as shown in Table 3 (and assuming the ridesharing goals can be met) the projected additional workers can be accommodated without increasing the total number of commuter vehicles. This percentage increase should be established as a planning goal.

This goal could be achieved with the following additions to transit capacity and other measures: (1) projects in the vehicle acquisition plans of the transit operators current 5-year plans and capacity increases for MUNI, Golden Gate, SamTrans and A/C of from 2% to 2.5% per year beyond current 5-year plans to 2000; (2) construct a MUNI-Metro Turnaround at Embarcadero; (3) purchase additional cars to make BART Transbay trains all 10-cars during peak period; (4) extend MUNI-Metro to 4th and Townsend Streets; and (5) an effective implementation and enforcement program for transit preferential treatments on downtown streets.

These two goals—increasing the percentage of workers commuting downtown by transit in the two-hour peak from 64% to 70% and increasing the occupancy rate for persons per vehicle to 1.66 persons per vehicle — are formidable goals. But they must be achieved if the project rate of employment growth is to be manageable.

TABLE 3

CHANGE IN USE OF AUTO AND TRANSIT FOR COMMUTE TRIPS

	AUTOMOBILE		TRANSIT	
Year	Persons	Percent	Persons	Percent
1984	68,400	36%	116,600	64%
2000	76,900	30%	179,400	70%

The Plan describes a number of implementing actions in order to carry out Effort I to increase ridesharing and Effort II to increase transit ridership. These implementing actions, while not all are required to accommodate forecasted downtown growth would make a contribution to overall transportation efficiency and reduce congestion from current levels. To the extent various actions are carried out, commuters, shoppers and visitors in the year 2000 will experience less congestion, more comfort, less pollution, and fewer inconveniences in moving to, from and through downtown than they do today.

MOVING TO AND FROM DOWNTOWN

OBJECTIVES AND POLICIES

OBJECTIVE 17

DEVELOP TRANSIT AS THE PRIMARY MODE OF TRAVEL TO AND FROM DOWNTOWN.

The automobile cannot serve as the primary means of travel to and from downtown. An alternative means — convenient and of greater efficiency — is required. Good, direct transit service is available from almost all parts of the city to downtown. Transit is the dominant means of travel during the rush hours. Nevertheless, travel is often slow, and vehicles are crowded during the rush hours.

Crowding can never be eliminated completely. However, it is important for continued patronage and rider comfort that trunklines serving outlying districts provide seats for all passengers and that short-term standing riders be allotted adequate space. Travel to downtown should be possible in less than 30 minutes from all parts of the city. It can be achieved with express buses, exclusive bus lanes, and construction of rapid transit lines.

The use of transit for travel from the suburbs to downtown can only become the primary travel mode over the long run with the extension of a good regional transit system connecting downtown to other parts of the Bay Area.

Rapid Transit Lines

POLICY 1

Build and maintain rapid transit lines from downtown to all suburban corridors and major centers of activity in San Francisco.

The city and much of the region should continue its commitment to a transit first policy with respect to intercity commuter travel. Rapid rail transit probably offers the most competitive service in relation to automobile travel. It also offers the highest possible capacities in transit service. The use of BART or any other line-haul rail system is dependent to a great extent on access to and from stations in outlying residential areas and employment centers. Well-planned suburban feeder systems should be provided.

Non-rail Transit

POLICY 2

Expand existing non-rail transit service to downtown.

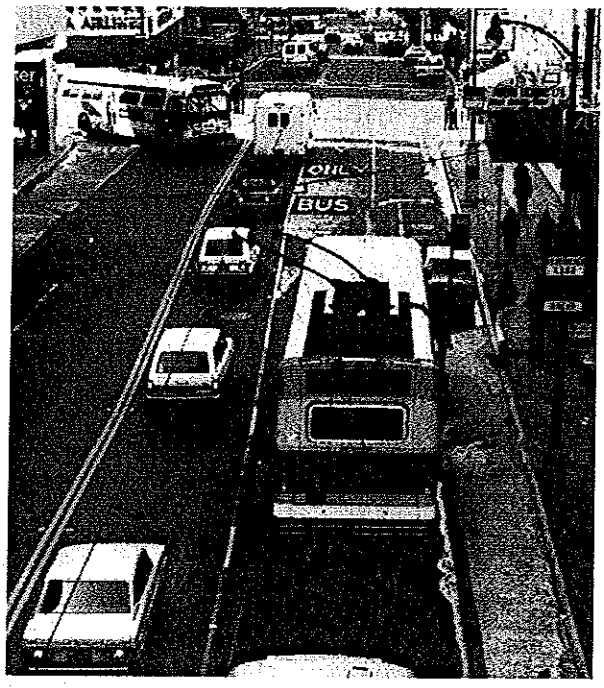
Given the capacity of roads and bridges leading to and from downtown, which are not likely to be expanded significantly, the projected growth in downtown employment can only be accommodated by expanding the peak commute period and expanding the use of carpooling and/or expanding transit service to and from downtown. Until rail transit is available, non-rail transit service, particularly from the East Bay and from within San Francisco, should be increased. Various carriers serving downtown should develop long-range service expansion plans to accommodate the projected demand generated by downtown San Francisco growth.

Transit Lanes

POLICY 3

Establish exclusive transit lanes on bridges, freeways and city streets where significant transit service exists.

Transit lines should provide more efficient service by operating on their own rights-of-way. These should be instituted on bridges, freeways and thoroughfares leading into the city, such as on the Waldo Grade and Golden Gate Bridge, and interconnect, where feasible, with a system of exclusive bus lanes or other transit-priority street segments in the city.



Transit Transfers

POLICY 4

Coordinate regional and local transportation systems and provide for interline transit transfers.

To increase the usefulness and convenience of transit systems, transit users should be able to transfer freely from one system to another. The points of interchange should be clearly identified. The creation of new fare recording mechanisms based on a magnetically encoded card, such as the "Fast Pass" or BART ticket, would expand interline travel.

Free, or low cost transfer should be available between MUNI and each of the suburban transit operators. Suburban residents often require MUNI service to extend their trips within San Francisco.

Transit Terminals

POLICY 5

Provide for commuter bus loading at off-street terminals and at special curbside loading areas at non-congested locations.

Off-street terminals are preferable to curbside locations because they provide adequate back-up space for passenger waiting, ticketing and loading. They also provide convenient transfers among different systems. On the other hand, loading and unloading points should be conveniently distributed throughout downtown to make transit attractive to intercity commuters. As opportunities present themselves off-street terminals should be developed. Until adequate terminals can be provided, commuter buses should load and unload at designated and easily identifiable curbside locations such as Market Street. They should be chosen to minimize conflict with pedestrian flows.

POLICY 6

Make convenient transfers possible by establishing common or closely located terminals for local and regional transit systems.

One or two new terminals should be developed, or an existing one upgraded, to accommodate buses and rail services provided by various regional and local lines. The terminals should be in close proximity to, or fully integrated with, BART stations and MUNI terminals to make transfers between lines possible by a short walk. Priority should be given to a location or locations where existing and future intensities of development are highest.

Ferries

POLICY 7

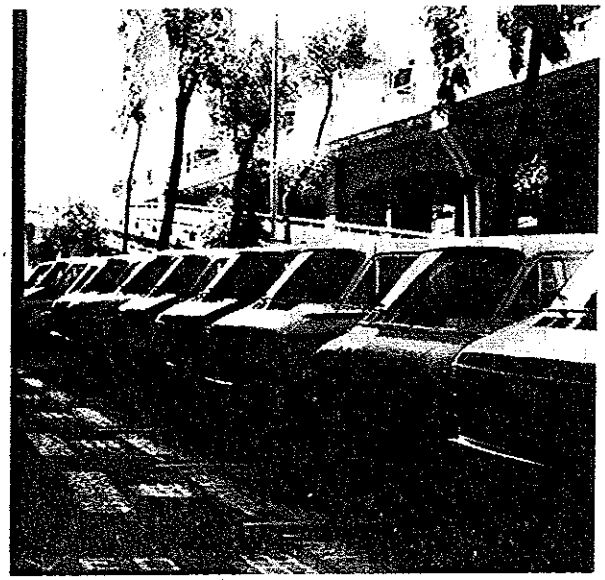
Continue ferries and other forms of water-based transportation as an alternative method of travel between San Francisco and the north bay.

For communities in Marin County, ferry or high-speed water craft offers an alternative means of travel to downtown. It offers an efficient and pleasant way to commute and should be continued. As ridership and location warrant, water-based transportation should be developed to other locations in the Bay Area.

OBJECTIVE 18

ENSURE THAT THE NUMBER OF AUTO TRIPS TO AND FROM DOWNTOWN WILL NOT BE DETRIMENTAL TO THE GROWTH OR AMENITY OF DOWNTOWN.

Increasing automobile traffic means more environmental damage and greater inconvenience. A basic premise of the Transportation Element of the Master Plan is that a desirable living and working environment and a prosperous business environment cannot be maintained if traffic levels continue to increase without limits. Various methods should be used to control and reshape the effect of automobiles on the city, and to promote other means of transportation to improve the environment.



POLICY 1

Do not increase (and where possible reduce) the existing automobile capacity of the bridges, highways and freeways entering the city.

The established policy of limiting access into and through the city by automobiles should be maintained. This policy works in conjunction with policies calling for increasing transit for commuters to San Francisco. More vehicular access into the city conflicts with environmental objectives, overloads the city street system, and jeopardizes the city's commitment to mass transit. This policy allows for the introduction of exclusive bus lanes on bridges, highways, and freeways where these lanes are compatible with transit systems and where they will help provide better service.

Carpools-Vanpools

POLICY 2

Provide incentives for the use of transit, carpools and vanpools, and reduce the need for new or expanded automobile parking facilities.

The alternatives to expanding automobile facilities are to make existing facilities serve more people and to use other ways of getting people where they want to go. Single-occupancy automobile use is incompatible with the need to conserve energy and land, the need to reduce congestion on thoroughfares, and the need to reduce auto emissions.

Actions that make transit more convenient, economical and reliable should remain a high priority for San Francisco. Carpooling should be encouraged for those work trips which cannot be made conveniently by transit.

Employers should be encouraged to provide incentives for transit use and carpooling by employees. A transit subsidy, such as the provision of a transit "fast-pass," could be an alternative to the provision of free employee parking. Where an employer already has parking spaces available for employees, these spaces should be reserved for those persons who carpool.

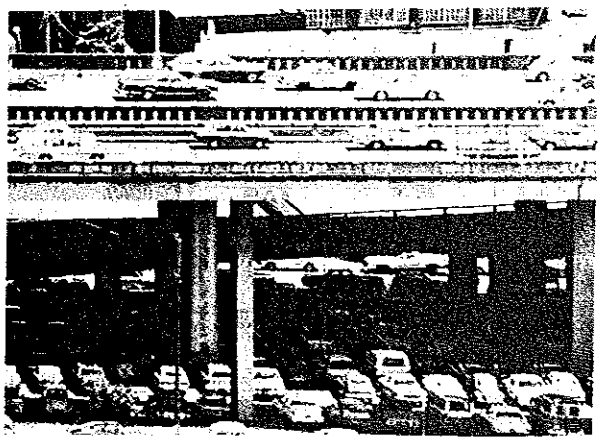
Commuter Parking

POLICY 3

Discourage new long-term commuter parking spaces in and around downtown. Limit long-term parking spaces serving downtown to the number that already exists.

A basic premise of this Plan is that additions to the commuter load brought about by job growth should not be accommodated by additional automobiles. Bringing more autos to downtown would only add to the congestion which already is approaching unacceptable levels in some parts of downtown. More autos would also add to air pollution. New long-term public parking facilities

should be limited to those needed to replace parking eliminated in the downtown core. However, although it is preferable that all replacement of long-term spaces displaced in the downtown occur on the periphery, a small number of long-term spaces may be provided within new buildings in the downtown core, if, taking into account aggregate displacement of long- and short-term parking, the total number of spaces in downtown is not increased and excessive congestion in the immediate vicinity is not created. Parking entrances should not conflict with transit preferential lanes.



POLICY 4

Locate any new long-term parking structures in areas peripheral to downtown. Any new peripheral parking structures should: be concentrated to make transit service efficient and convenient; be connected to transit shuttle service to downtown; provide preferred space and rates for van and car pool vehicles.

POLICY 5

Discourage proliferation of surface parking as an interim land use, particularly where sound residential, commercial or industrial buildings would be demolished.

Bicycles

OBJECTIVE 19

PROVIDE FOR SAFE AND CONVENIENT BICYCLE USE AS A MEANS OF TRANSPORTATION.

The bicycle is becoming more acceptable as an alternative to the automobile for work and shopping purposes. As streets become more congested, some people are finding that they can move about the city more quickly, enjoyably and economically on bicycles.

POLICY 1

Include facilities for bicycle users in governmental, commercial, and residential developments.

Provision should be made for bicycle parking in conjunction with automobile parking in existing and new parking lots and garages. Secure and conveniently located bicycle parking should also be provided in major new construction.

POLICY 2

Accommodate bicycles on regional transit facilities and important regional transportation links.

There should be more opportunity for cyclists to commute to San Francisco with their bikes by using regional transit modes such as BART, the ferry system, the Caltrans Bay Bridge bicycle shuttle and trains. Certain commute buses should also provide carrying racks for bicycles.

POLICY 3

Provide adequate and secure bicycle parking at transit terminals.

Providing adequate and secure bicycle parking facilities at transit terminals is another means of promoting bicycle use by commuters. Public and private parking garages should designate otherwise unused corners or other areas for joint bicycle and motorcycle parking, particularly near high-density employment centers.

MOVING AROUND DOWNTOWN

OBJECTIVE 20

PROVIDE FOR THE EFFICIENT, CONVENIENT AND COMFORTABLE MOVEMENT OF PEOPLE AND GOODS, TRANSIT VEHICLES AND AUTOMOBILES WITHIN THE DOWNTOWN.

The proper functioning of downtown is dependent upon compactness, strength of internal accessibility, and convenient access to downtown from other parts of the region. This section is concerned primarily with the need for proper circulation within downtown for vehicles and pedestrians, and with the organization of transit terminals and parking facilities.

The density of daytime downtown population and the resulting density of trips call for movement of people to take place in the most efficient and least space-consuming methods, such as walking and public transit. This in turn calls for controlling the automobile in the downtown area.

In addition to improvements in the pedestrian system and the pedestrian environment, every effort should be made to ensure that better transit service is provided so that transit increasingly becomes the prevailing method of travel.

Auto Circulation

POLICY 1

Develop the downtown core as an automobile control area.

San Francisco's downtown core is an intensely populated area functioning as the region's financial, administrative, shopping and entertainment center. Within this compact area, priority should be given to the efficient and pleasant movement of business clients, shoppers and visitors, as well as to the movement of goods. A continuing effort should be made to improve pedestrian, transit and service vehicle access and circulation. These functions must have priority use of limited street and parking space. The impact of the private commuter vehicle, in particular, and excessive automobile traffic, in general, must be reduced.

POLICY 2

Organize and control traffic circulation to reduce congestion in the core caused by through traffic and to channel vehicles into peripheral parking facilities.

Traffic passing through the downtown core to reach other destinations, such as North Beach, the Northwestern Waterfront, Western Addition, and South of Market, should be channeled around the downtown core. This would leave space for pedestrians and vehicles with core destinations.

POLICY 3

Locate drive-in, automobile-oriented, quick-stop and other auto-oriented uses on sites outside the office retail, and general commercial districts of downtown.

Drive-in establishments serving customers waiting in motor vehicles, and establishments reached primarily by automobile or providing service to automobiles, are, by definition, auto trip generators. To ensure that these uses do not aggravate an already congested pedestrian and traffic situation, they should be located away from the most intensely developed downtown areas in locations that do not create conflicts with pedestrian or auto concentrations, designated transit preferential streets or residential units.

Transit Lanes

POLICY 4

Improve speed of transit travel and service by giving priority to transit vehicles where conflicts with auto traffic occur, and by establishing a transit preferential streets system.

Transit speed is presently slower than auto speed due to passenger stops and street congestion. If transit speed is to be improved, conflicts between automobiles and transit must be minimized. Substantial improvement can and should be achieved by giving priority to transit. This would be accomplished by the use of exclusive lanes (with flow or contra-flow), by constructing bus loading platforms, relocating bus stops and/or by equipping buses and trolleys with devices to trigger lights in their favor at intersections. Enforcement is a critical factor to ensure successful operation of transit lanes.

Transit Preferential Street

Primary Vehicular Street

Proposed Commuter Bike Street

Bart/Muni Station (Existing)

Muni Station (Proposed)

Metropolitan Transit Terminal

Downtown Core–Auto Control Area

Parking Belt

Shuttle Transit

TRANSPORTATION PLAN

Map 6

Contra-flow lanes are more self-enforcing than "with-flow" lanes and should be used where appropriate. Other actions should include restricting autos from streetcar and cable car tracks and eliminating automobile turning movements that conflict with transit vehicles.

Shuttle Transit

POLICY 5

Develop shuttle transit systems to supplement trunk lines for travel within the greater downtown area.

All parts of the downtown core are within easy walking distance of each other. However, greater downtown is large enough so that walking is not always convenient. Access should be improved with special shuttle systems similar in function to the shopper shuttle buses and cable cars. Access is particularly important between the Civic Center and the financial retail districts, and between the Hall of Justice and other areas south and north of Market Street.

Taxis

POLICY 6

Maintain a taxi service adequate to meet the needs of the city and to keep far as reasonable.

Taxis serve as an essential supplement to the transit system, not merely for tourists, but for many residents and workers in the city who either do not have a car or who find regular transit service inconvenient for a particular trip, of both. The elderly often rely on taxis for necessary shopping trips and for reaching medical facilities, as do many others without automobiles when transit is not available. Although taxis should continue to be regulated competition should be encouraged for improved service and low fares.

Short-Term Parking

POLICY 7

Encourage short-term use of existing parking spaces within and adjacent to the downtown core by converting all-day commuter parking to short-term parking in areas of high demand. Provide needed additional short-term parking structures in peripheral locations around but not within the downtown core, preferably in the short-term parking belt (See Map 6).

As provided elsewhere, all day commuter parking within the downtown core is to be actively discouraged. Transit is a viable opportunity for many and parking for those who must drive should, for the most part, be provided on the fringes of downtown.

The situation is different for short-term parking. There are some shoppers, business visitors and others for whom transit is not a realistic alternative and who need parking for short periods reasonably close to their destinations. However, the amount and location of additional short term spaces allowed in the core should be carefully regulated. Short-term parking spaces attract more automobiles per day than long term spaces and do so during the midday periods when the number of traffic lanes is reduced by street parking and loading. Too much short-term parking would attract trips that otherwise would be made by transit and could add substantially to midday congestion.

Additional short term spaces in the core should be created primarily by converting existing long-term spaces to short term spaces. This could be achieved by setting high rates on all day use and not providing weekly or monthly rates. In the case of new buildings short term spaces could be provided within the building to replace long and short term spaces displaced by the new development, if excessive congestion in the immediate vicinity will not result.

Because of the congestion and conflicts with transit major new short-term parking structures are likely to create, they should be located next to major thoroughfares so that automobiles may be intercepted and uncongested movement and high internal accessibility may be provided within the core. Adequate pedestrianways should be provided for the final link of these trips.

POLICY 8

Make existing and new accessory parking available to the general public for evening and weekend use.

Some existing parking garages, especially those in the office buildings, are closed at night and on weekends. Instead of providing additional parking spaces at certain locations, those spaces should be made available to the general public for nighttime and weekend users. Parking garages in the Embarcadero Center are good examples.

Off-Street Loading Facilities

OBJECTIVE 21

IMPROVE FACILITIES FOR FREIGHT DELIVERIES AND BUSINESS SERVICES.

The need for adequate facilities for freight deliveries and daily services to businesses will increase as downtown grows. As a result, the conflict between the movement of customers, employees and visitors, whether on foot, by transit, or in private vehicles, will increase.

POLICY 1

Provide off-street facilities for freight loading and service vehicles on the site of new buildings sufficient to meet the demands generated by the intended uses. Seek opportunities to create new existing buildings.

POLICY 2

Discourage access to off-street freight loading and service vehicle facilities from transit preferential streets, or pedestrian-oriented streets and alleys.

Wherever possible, access to off-street loading and service vehicle facilities should be provided from non-pedestrian alleys and minor streets, rather than transit preferential streets or major arterials (see Map 6). This would minimize safety hazards and disruptions to pedestrians and traffic flow. Where several loading and service bays are provided or the number of truck trips is high, conflicts with pedestrians and vehicles should be minimized by provision of a service driveway and maneuvering area self-contained within the structures. Where the only access to on-site facilities is across a sidewalk that is heavily used by pedestrians curbside parking of freight and service vehicles may be preferable to on-site facilities.

POLICY 3

Encourage consolidation of freight deliveries and night-time deliveries to produce greater efficiency and reduce congestion.

Even if off-street loading facilities were adequate, there would still be conflicts between vehicles delivering goods and other vehicular and pedestrian traffic. Deliveries that must be made across the sidewalk from on-street loading spaces disrupt pedestrian movements and increase accident potential. A system of consolidating deliveries to downtown firms should be developed, with emphasis on deliveries during the late evening and early afternoon periods. Deliveries in the early afternoon when the daytime population of downtown reaches its peak should be discouraged.

POLICY 4

Provide limited loading spaces on street to meet the need for peak period or short-term small deliveries and essential services, and strictly enforce their use.

On-street loading and stopping spaces should continue to be required to accommodate peak period and short-term demands for small delivery vehicles and essential services. Strict enforcement to restrict these spaces to the vehicles and time limits for which they are intended is essential. In general, workers performing lengthy deliveries or repairs should be required to use off-street facilities for their vehicles.

POLICY 5

Require large new hotels to provide off-street passenger loading and unloading of tour buses.

Most major hotels create a large number of tour bus movements as formal sightseeing tours, group travel to airports or convention sites, or group travel under contract for airline crews. By the nature of these trips, loading and unloading times for tour buses is long and causes severe traffic problems if buses are allowed to park on downtown streets.

Pedestrians

OBJECTIVE 22

IMPROVE THE DOWNTOWN PEDESTRIAN CIRCULATION SYSTEM, ESPECIALLY WITHIN THE CORE, TO PROVIDE FOR EFFICIENT, COMFORTABLE, AND SAFE MOVEMENT.

POLICY 1

Provide sufficient pedestrian movement space.

Where pedestrian volumes compared to other transportation modes so warrant, additional pedestrian capacity should be taken from traffic or parking lanes. At other locations, where appropriate, arcades or building setbacks adjacent to an existing sidewalk should be developed. In areas of highest pedestrian volumes, more parallel, through-block pedestrianways should be provided if they can serve as convenient links among destinations without encouraging jaywalking.

POLICY 2

Minimize obstructions to through pedestrian movement on sidewalks in the downtown core.

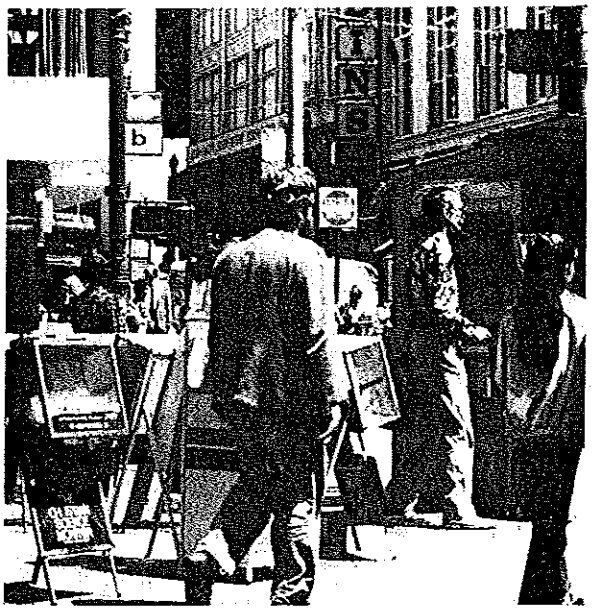
Many conveniences and amenities on downtown sidewalks would be easier to enjoy if properly located to avoid conflict with pedestrian movement. Criteria for location of newspaper vending machines, flower stands, and other facilities and amenities such as trees, should consider the need for adequate space for through movement.

POLICY 3

Ensure convenient and safe pedestrian crossings.

Where streets are designed for high volumes or relatively fast movement of vehicles, adequate provision should be made for safe and convenient pedestrian crossings. This is especially important where large numbers of pedestrians cross the street. These streets should have adequately-timed lights at intersections to allow safe crossings. Where large pedestrian volumes so warrant, similar provisions would be installed at midblock crosswalks. In locations where large numbers of vehicles and pedestrians coincide, grade separations might be necessary.

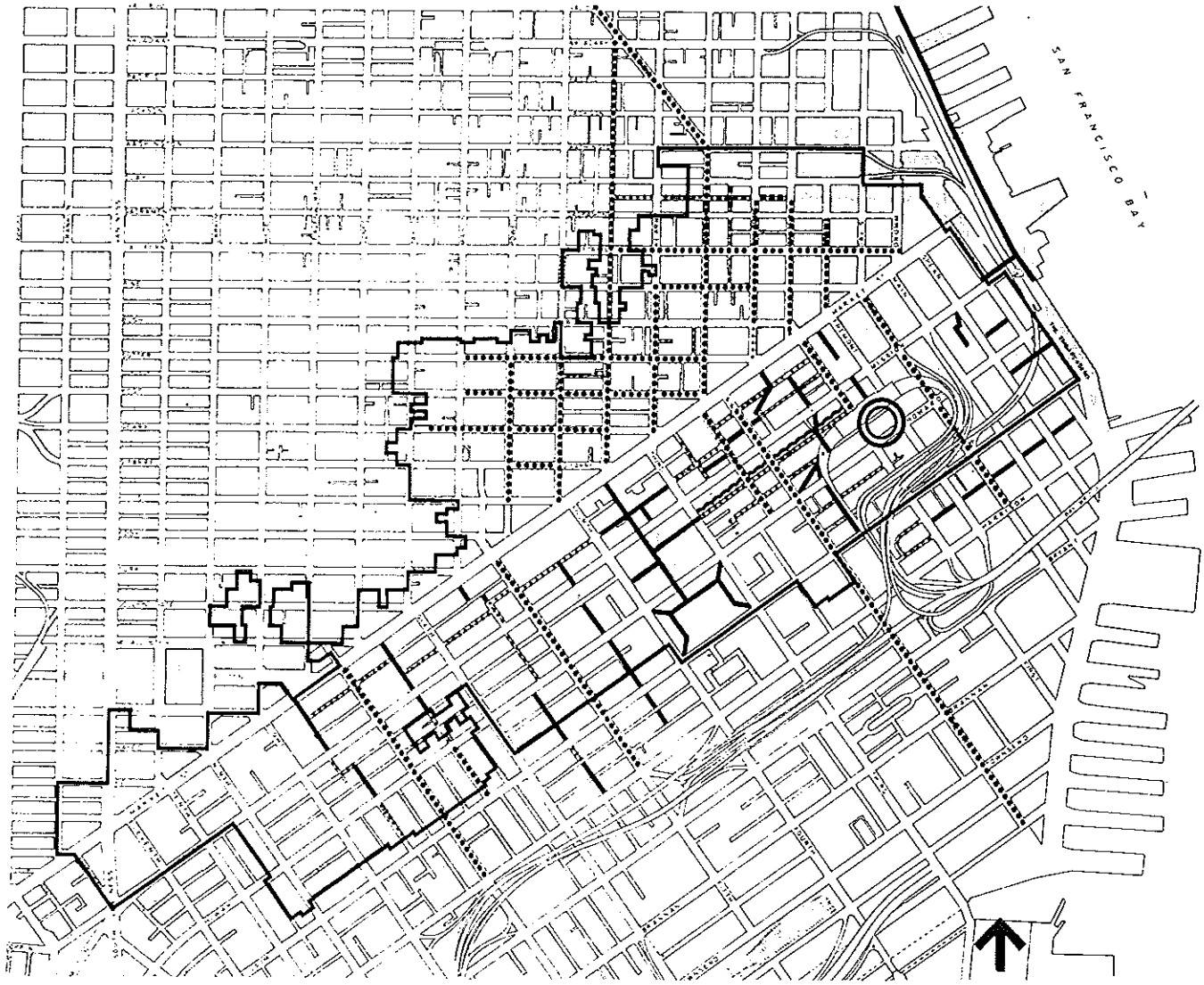
Where large numbers of pedestrians cross the roadway outside the intersection or midblock crosswalk, the location of the crosswalk should be realigned to coincide with the desire line, or steps taken to prevent the pattern of jaywalking.



POLICY 4

Create a pedestrian network in the downtown core area that includes streets devoted to or primarily oriented to pedestrian use.

Based on major pedestrian destinations and use generators, a pedestrian network should be developed to minimize conflicts between pedestrians and vehicular traffic. Such a network should include closure of streets to private automobiles and/or trucks, at least during those hours when pedestrian volumes and demand are at critical levels. Such a network should also include plazas, arcades, and open spaces required in major new developments. Land uses adjacent to major links in the pedestrian network should be of interest and utility to pedestrians.



PROPOSED PEDESTRIAN NETWORK: DOWNTOWN DISTRICT

Map 7

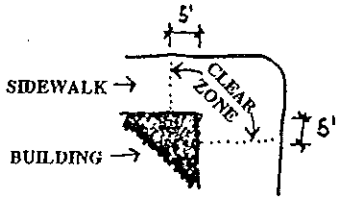
- ····· Pedestrian/ Service Street
- ▪▪▪▪▪ Part Time Pedestrian Street
- —— Exclusive Pedestrian Walkway
- ▪▪▪▪▪ Pedestrian Oriented/ Vehicular Street
- ▒▒ Open Space (Existing, Planned, and Proposed)
- ~~~~ Arcade
- ◎ Provide Open Space In The General Vicinity

Figure 5 PEDESTRIAN IMPROVEMENT STANDARDS AND GUIDELINES

To continue to improve and enhance the pedestrian environment, as well as provide sufficient pedestrian movement and standing space, various standards should be used as guidelines in downtown planning and development. They should be incorporated into the review process of proposed downtown developments as well as into plans for street and sidewalk improvements. These standards serve to guarantee the consideration of pedestrian safety and convenience in decisions affecting downtown development. The following presents recommended standards:

1. CLEAR ZONES

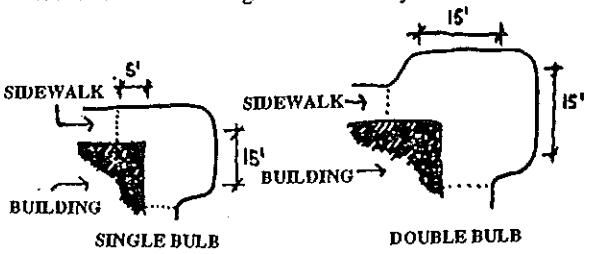
To ease problems of crowding and to create more circulation and holding space for pedestrians at corners, fire-pull boxes, pedestrian information signage, police call boxes, mail boxes, mail storage boxes, newspaper vending machines, and newspaper vendor booths, should be placed outside the immediate corner areas extending from the property lines, ("clear zones"), as shown on the diagram. At critical locations where standing in physical contact with others is unavoidable, queuing can only be sustained for a short period without discomfort, and circulation is severely restricted, the clear zone should be extended five feet back from the property lines and crosswalks should be widened accordingly. Only items essential to vehicular and pedestrian safety and flow should remain within the clear zones. Fire hydrants, street lights and other permanent fixtures not required in the clear zone should be removed to locations outside of the clear zone when repair or replacement of those items is required and as funds become available. Others should be relocated immediately.



2. CORNER "BULBING"

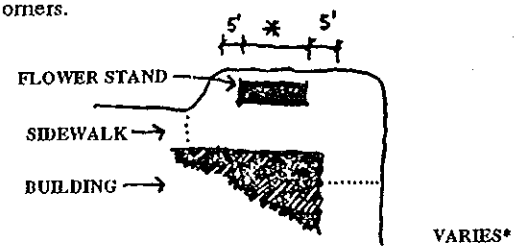
Where requirements for pedestrian reservoir space are acute and space can be obtained from existing parking or through traffic lanes, corner "bulbs" should be created. Corner bulbing serves to reduce pedestrian crossing distance, thus improving safety as well as providing needed pedestrian movement and reservoir space, concurrently allowing for some channelization of vehicular traffic. Typically corner bulbs extend down the face of a block for a minimum of 15 feet between curb tangent lines. At bulbed corners, the clear zone shall include the entire bulb.

Clear zone standards must be upheld on bulbed corners in order not to reduce sight line visibility.



3. FLOWER STANDS

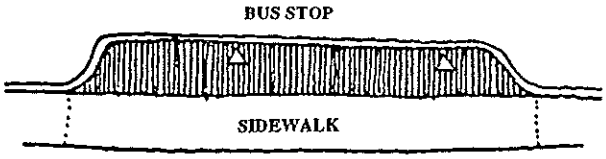
Flower stands are recognized as a unique asset to the urban fabric of San Francisco, and as such are welcomed additions to the streetscape. They add color and rich, varied detail to many corners in the Central Business District (CBD) and are part of the street life of the city that helps give urban streets a pleasant "human face". Unfortunately, placement of flower vending stalls often constricts or interrupts pedestrian flow. To avoid this problem, flower stalls should be relocated, when possible, to corner bulbs or to areas where sidewalks have been widened. Where flower stands have been relocated, the size of the corner bulb shall be adjusted to accommodate the stand. These stands are the only nonessential furniture allowed in the clear zones and they shall be located five feet back from the property lines at the corners.



4. MUNI PATRON AREAS

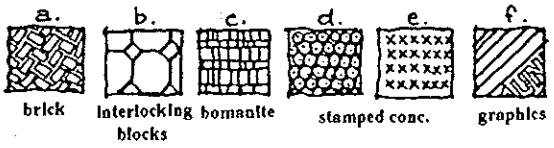
Where possible, sidewalk widths should be increased without sacrificing vehicular traffic movement. Particularly where MUNI stops occur, an effort should be made to provide extra, sheltered reservoir space for MUNI patron queuing, distinct from normal pedestrian flow. Limited bulbing should be used for this specific purpose. To further distinguish MUNI patron areas from pedestrian flow corridors, MUNI patron areas should be uniformly paved with brick or other special paving materials such as Bomanite, interlocking concrete pav-

ing blocks, colored concrete, stamped concrete, or graphically painted areas. Materials that are attractive yet relatively maintenance-free are suggested. Uniform paving and landscaping for all MUNI stops should be provided to make stops readily identifiable by both MUNI patrons and other pedestrians.



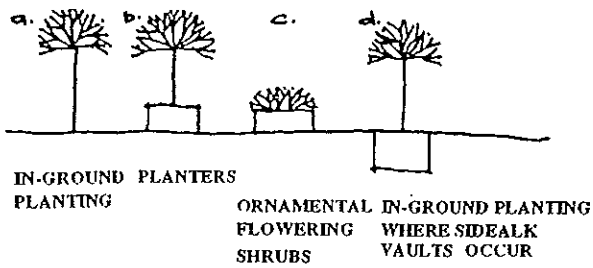
5. PAVING MATERIALS

Decorative pavement materials should be provided where appropriate to enhance the pedestrian environment and delineate the patterns of vehicular traffic from the patterns of pedestrians at intersections. However, in order to efficiently maintain the pavement as well as limit the cost of implementation and maintenance, the number of material types to be used should be kept to a minimum.



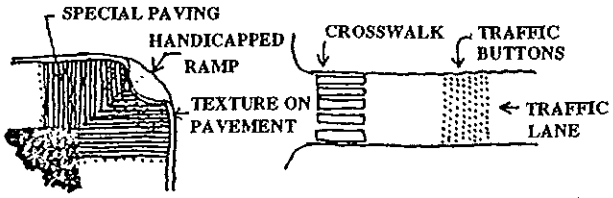
6. TREES AND OTHER PLANTINGS

Where sidewalk vaults and elevators do not exist, trees should be planted in the ground, thus increasing the effective sidewalk width while preserving the qualities of foliated urban streets. Where direct planting and planter reorganization have been impossible or ineffectual, trees should be selectively eliminated from the street. This could be undertaken as a temporary, "stop-gap" solution until redevelopment or funding can be made available for removal of sidewalk vaults or sidewalk widening to permit direct in-ground planting. On sidewalks where trees are removed, flowering ornamental shrubs in small, less obtrusive containers might be located in building recesses or other locations.



7. SPECIAL PAVING

The use of special paving or special markings in crosswalks identifies the crosswalk as a pedestrian-vehicle interface. Raised pavements at pedestrian crossings, and warning texture such as safety bumps in traffic lanes before crossings and bollards also contribute by alerting both pedestrians and motorists to use caution as they enter these interface areas. Special paving and/or colors at corner clear zones as well as raised textures at MUNI stops and corners are added cautionary devices for all pedestrians, and textures are of special importance to visually impaired pedestrians. Special pavement treatments should not become safety hazards to pedestrians, bicyclists, or motorcyclists when wet and slippery.



8. SIDEWALK ELEVATORS

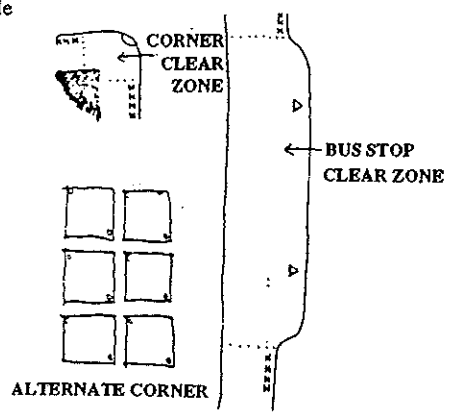
Where sidewalk elevators exist there is unavoidable temporary pedestrian inconvenience. This is an unpleasant reality, but not of critical importance except in areas where elevators are habitually left open, whether in use or not. The drastic reduction in effective sidewalk width is both an impediment to pedestrian flow and an eyesore. It is hoped that increased citation of such offenders will remedy the problem. Future development should follow the Master Plan, which calls for no additional sidewalk elevators in the downtown area. In support of the Master Plan stipulation, this study found that there is less interference to pedestrian flow by carrier unloading and loading across the sidewalk than by carriers unloading using the sidewalk elevators.

9. NEWSPAPER VENDING MACHINES

The proliferation of newspaper vending machines and vendors has become a major impediment to satisfactory pedestrian flow on the sidewalk, standing space along bus stops and at street corners, and access to adjacent properties. As a first step in reducing the adverse effect that these machines have on pedestrian movement, they

should be removed from all clear zones and all MUNI stops. Vending machines shall not be permitted over street elevators and they shall not block delivery of goods to elevators, nor shall they restrict loading/unloading of passengers of freight where curbs are marked for that activity. The ideal location of news vending machines is next to a red curb that is not marked for a bus stop. Areas near corners might be set aside for the placement of a few machines, but they should be limited in linear feet so as not to present an impenetrable barrier to pedestrians.

The City should devise a systematic approach to machine placement that would begin to rationalize the space allocated to vending machines, especially in critical pedestrian flow corridors. Newspaper distributors should be encouraged to use multi-unit machines and to place these machines against a building wherever possible, especially when there are niches in the building facade



10. SIDEWALK VAULTS

To reduce the expense and inconvenience of planting trees in the ground (thus allowing planter boxers to be moved from the path of pedestrians), storage space extending under the sidewalk should not be allowed. The Building Code should specify this provision.

11. CONSTRUCTION AISLEWAYS

A minimum width for construction barricade pedestrian aisleways should be maintained and enforced during construction of a building. For adequate two-way pedestrian maneuvering in construction aisles, the width without special approval should be five feet. The absolute minimum width which could be obtained with special permission should be 4.5 feet.

12. TRAFFIC/PEDESTRIAN SIGNALS, DIAGONAL CROSSING SIGNS AND FIRE PULL-BOXES

In numerous locations around the CBD, traffic/pedestrian signals, signs indicating "scramble" system pedestrian crossings and fire pull-boxes are located directly on the corner, well within the clear zones that have been established in this study. Nowhere are these obstructions more in evidence and more detrimental to smooth pedestrian flow than on Montgomery Street. As impediments to pedestrian movement, they are not as easily dealt with as mail boxes, news vending machines and other less permanent items. Nevertheless they are annoying and often dangerous obstacles in the path of peak-hour crowds, and where possible they should be removed or relocated. Signs indicating "scramble" crossings could be immediately remounted on the pedestrian signals themselves and fire pull-boxes could be immediately eliminated entirely. Traffic and pedestrian signals as well as street lights and MUNI power poles that fall within clear zones should be relocated outside of the zone as soon as it is economically feasible and expedient.

EXHIBIT 6

706 MISSION STREET - THE MEXICAN MUSEUM AND RESIDENTIAL TOWER PROJECT

San Francisco, CA

MAJOR PERMIT TO ALTER :: APPENDIX

Prepared for the
Historic Preservation Commission

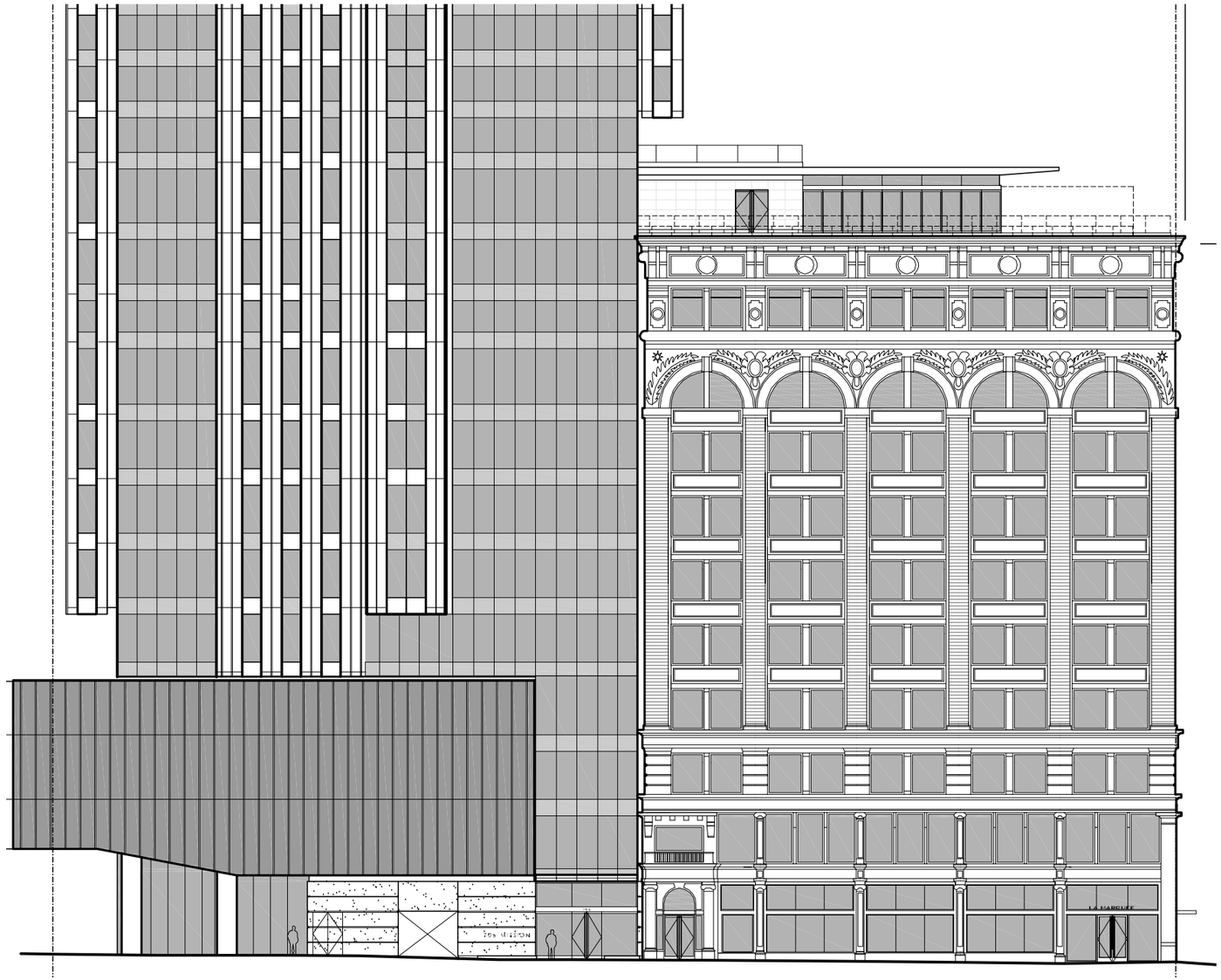
EXISTING CONDITIONS IMAGES

VICINITY

View, looking northwest, 2012. (Handel Architects)

north of the Aronson Building. Jessie Square, St. Patrick's Church, the Contemporary Jewish Museum are to the West. Yerba Buena Gardens is located across from Mission Street and the University of California Berkeley Extension Campus is across from Third Street. The Aronson Building fits within the historic context of the area's commercial development. The proposed project at 706 Mission Street which includes both the rehabilition of the Aronson Building and a new residential tower fits in the current context of the neighborhood. The proposed project will not create a negative impact on the building's relationship to the surrounding neighborhood, or the significance of the nearby historic districts.

WEST FACADE



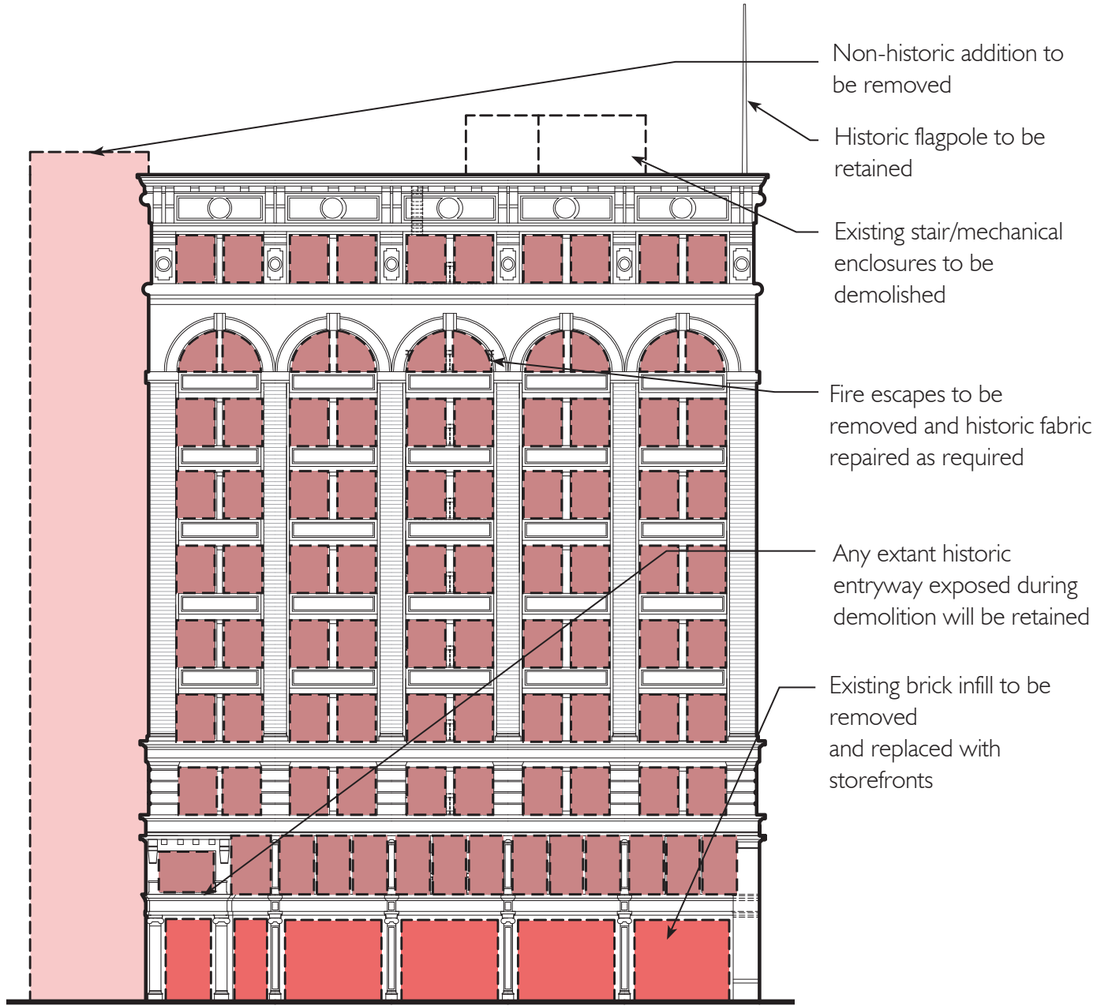
Proposed south elevation, enlarged view

- Placing The Mexican Museum at the base of the building is intended to integrate and complete the surrounding Yerba Buena arts district and gardens, with unique massing distinguished from the tower. The base of the building will cantilever slightly over Jessie Square at the 2nd and 3rd floors to visually draw pedestrians in as an extension of the plaza, and to complete the eastern edge of Jessie Square. Museum interior space will span across both new and existing buildings at the 2nd and 3rd floors, with ground floor entry within the new tower base. Museum interior space may also include all or a portion of the 1st floor Aronson Building, and/or portion of 4th floor tower for exterior terrace access and mechanical spaces.
- New exterior and interior connections between the tower and existing Aronson Building will be established for programmatic and structural requirements, while still maintaining a visual separation between the buildings.
- There are two proposed approaches to seismic work for the Aronson Buildng. With the first approach, the proposed tower and the Aronson building would be seismically independent and separated by a seismic joint with an air space in between the two buildings. Another approach to the seismic upgrade of the Aronson Building would be to laterally connect the Aronson Building into the new tower at all floor and roof levels and allow the buildings to move together during a seismic event. Neither the seismic joint approach nor the seismically interconnected approach would result in any exterior visual impacts to the Aronson Building. No character-defining features of the Aronson Building would be removed with either seismic upgrade approach. Using either approach, the Project would retain and preserve character-defining features of the Aronson Building.

Note: For graphic purposes, the south elevation is shown since the west elevation will be obscured by the new construction.

ELEVATIONS

EXISTING MISSION STREET ELEVATION

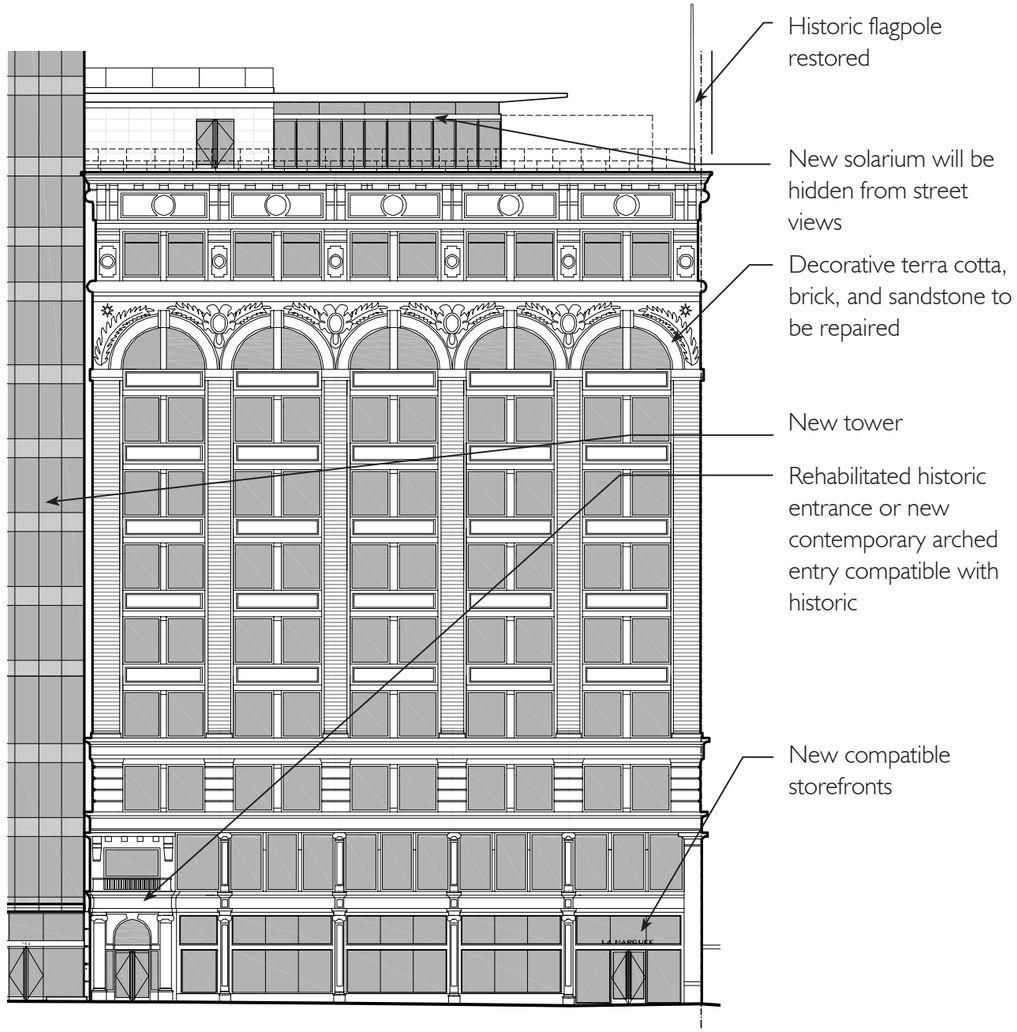


To be demolished

Non-historic windows to be replaced (29.5% of Facade)

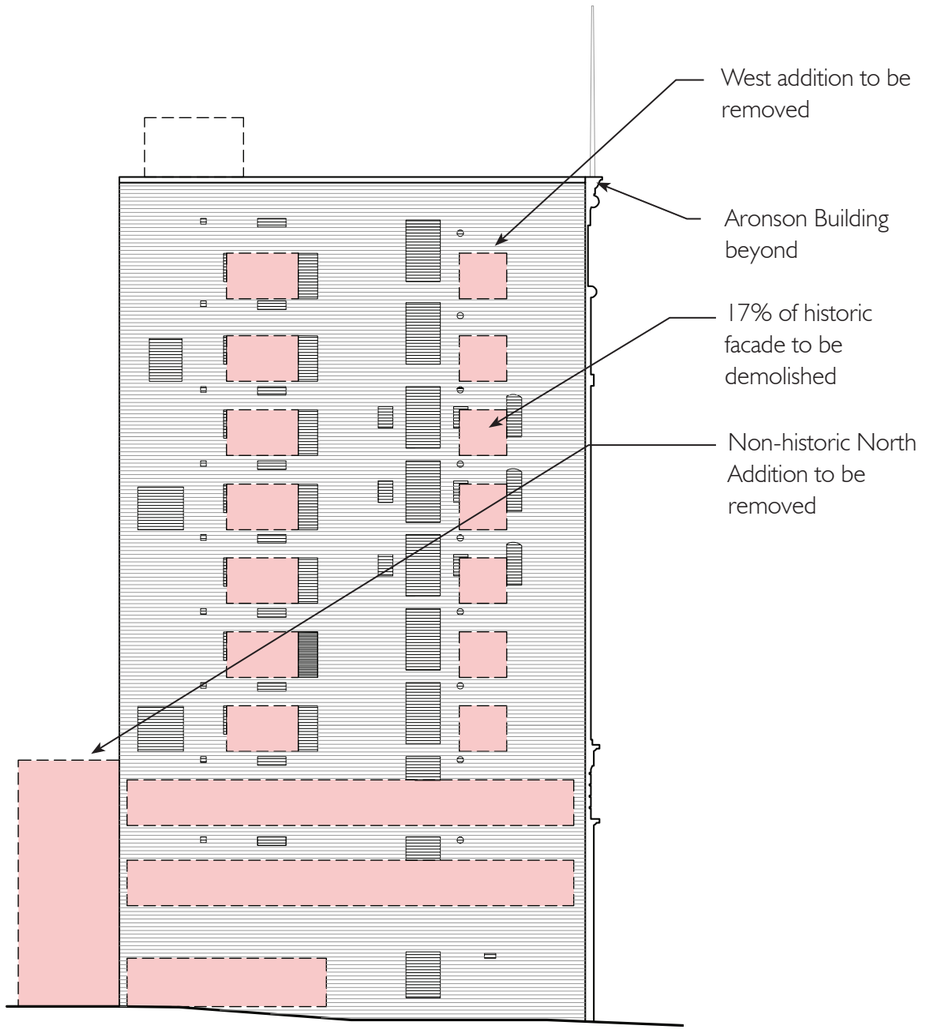
Non-historic brick infill to be removed and replaced with new storefronts (7.5% of facade)

PROPOSED MISSION STREET ELEVATION



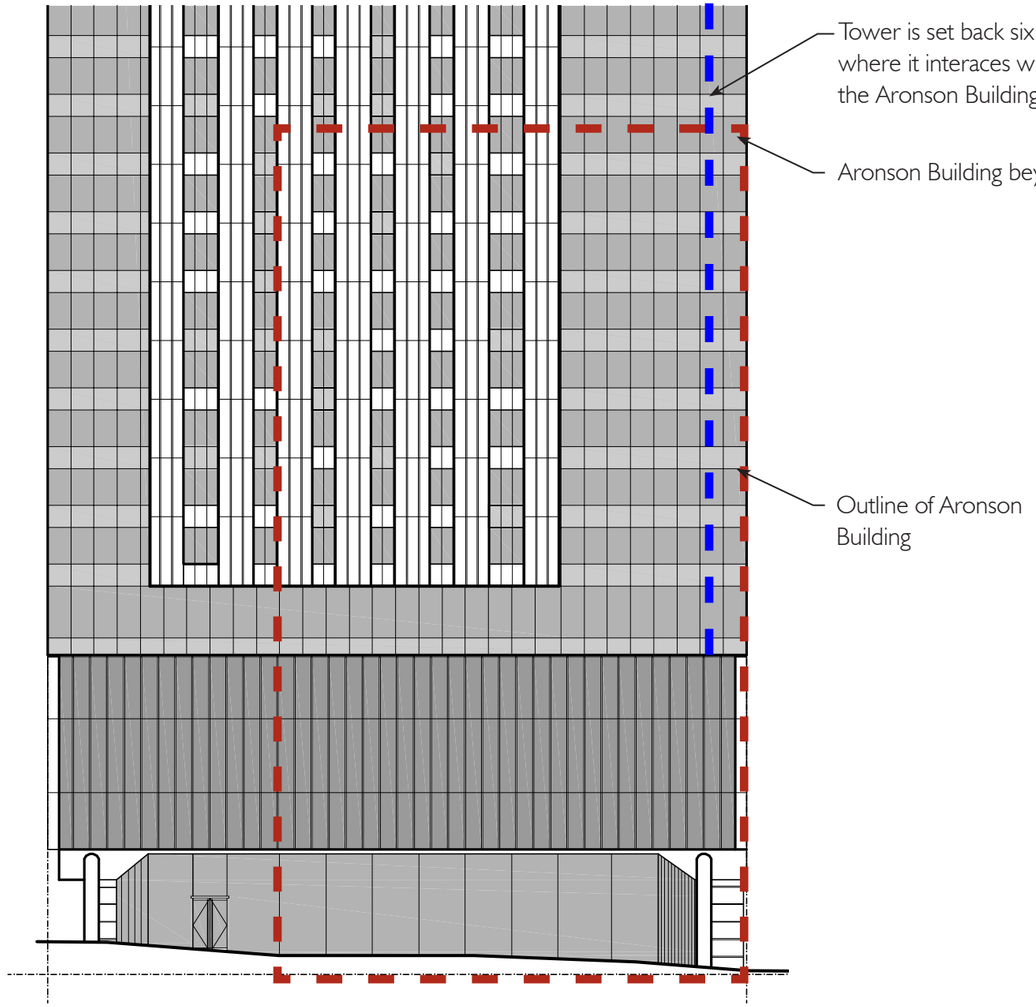
ELEVATIONS

EXISTING WEST WALL OF ARONSON BUILDING



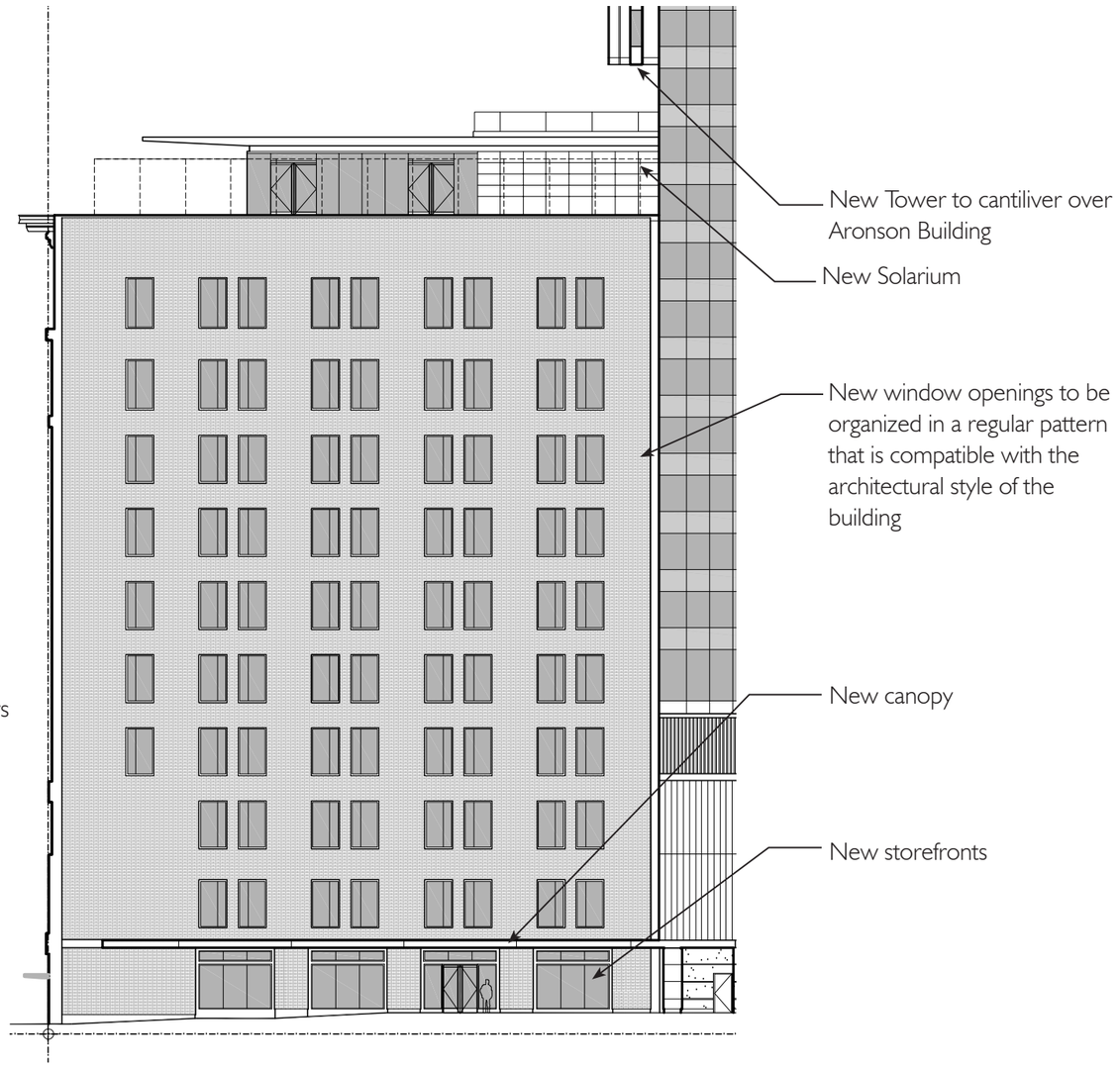
Note: West wall is currently hidden by the west brick brick addition.

PROPOSED WEST ELEVATION

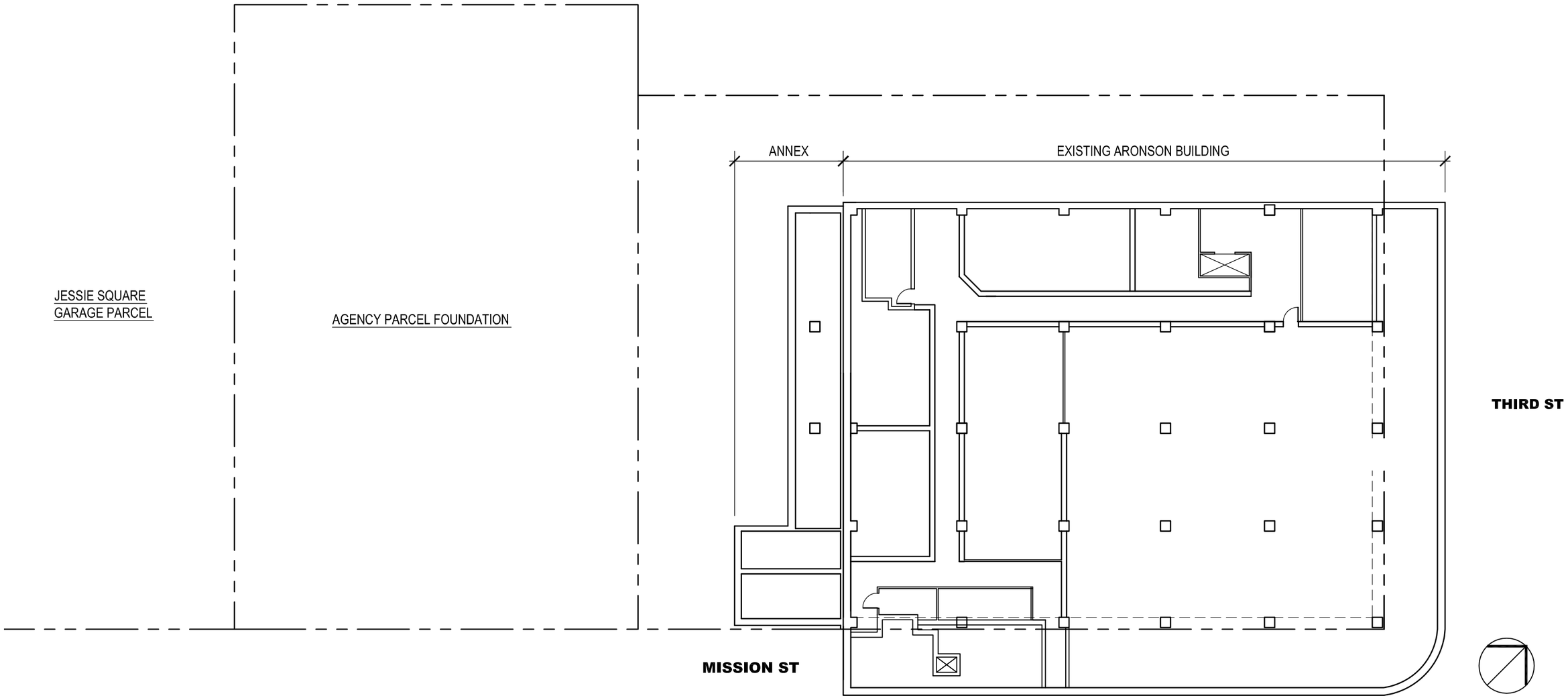


EXISTING NORTH STREET ELEVATION

PROPOSED NORTH ELEVATION



PLANS



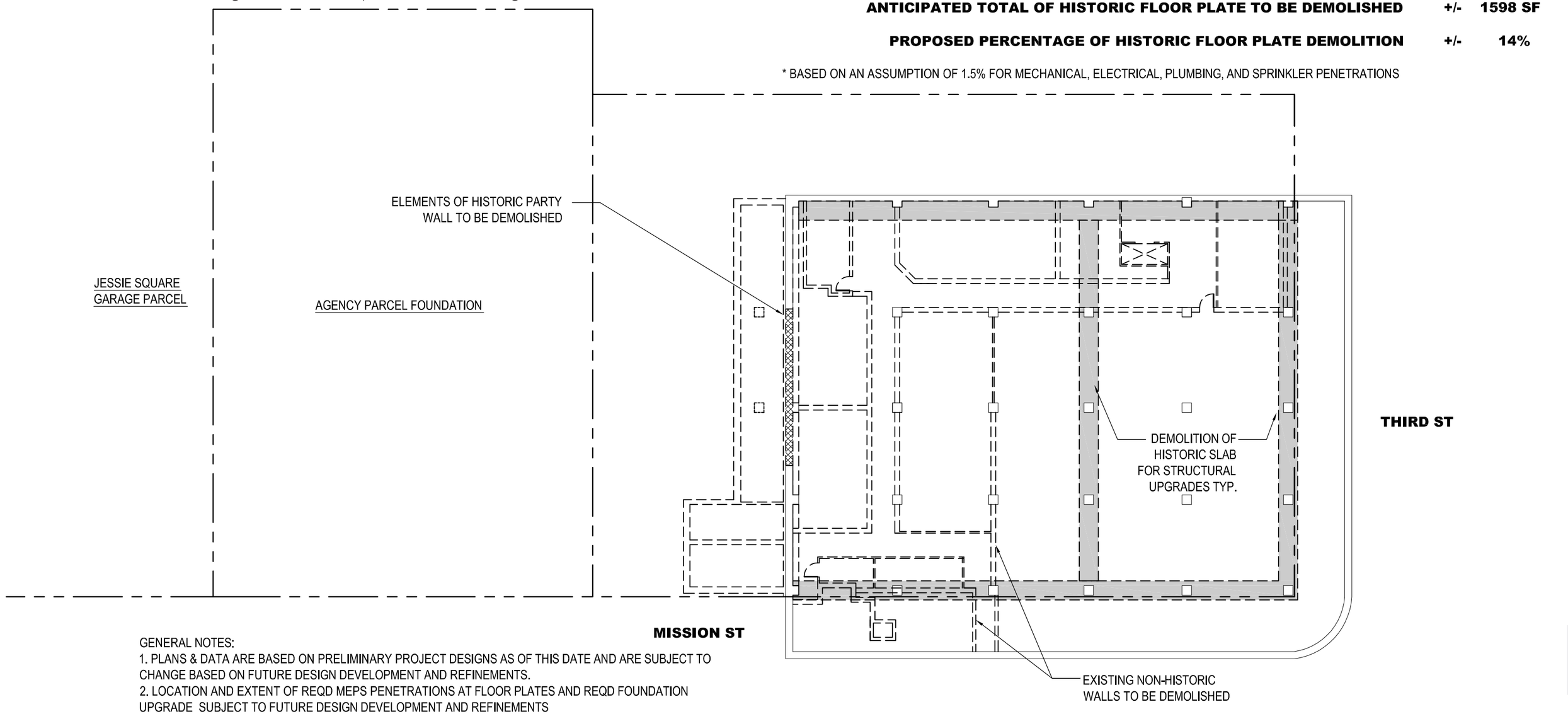
706 MISSION STREET - EXISTING BASEMENT PLAN

SEISMIC TIE APPROACH

The Aronson Building will be seismically upgraded by using one of two approaches, seismic tie or seismic joint. Using the seismic tie approach, the Aronson Building would be laterally connected to the new tower at all floor and roof levels and allow the buildings to move together during a seismic event. The Aronson Building would maintain its independent structural system for support of vertical (gravity) loads. In this scenario, the primary means of lateral resistance would be the shear wall system of the new tower, and seismic loads would be transferred from the Aronson Building to the new tower by means of structural drag strut elements at each floor.

TOTAL HISTORIC FLOOR PLATE AREA	**+/- 11,368 SF**
ANTICIPATED AREA OF HISTORIC FLOOR PLATE TO BE DEMOLISHED AS A RESULT OF ARCHITECTURAL ALTERATIONS	**+/- 1435 SF**
ANTICIPATED AREA OF HISTORIC FLOOR PLATE TO BE DEMOLISHED AS A RESULT OF MEPS* PENETRATIONS	**+/- 163 SF**
ANTICIPATED TOTAL OF HISTORIC FLOOR PLATE TO BE DEMOLISHED	**+/- 1598 SF**
PROPOSED PERCENTAGE OF HISTORIC FLOOR PLATE DEMOLITION	**+/- 14%**

* BASED ON AN ASSUMPTION OF 1.5% FOR MECHANICAL, ELECTRICAL, PLUMBING, AND SPRINKLER PENETRATIONS



GENERAL NOTES:
1. PLANS & DATA ARE BASED ON PRELIMINARY PROJECT DESIGNS AS OF THIS DATE AND ARE SUBJECT TO CHANGE BASED ON FUTURE DESIGN DEVELOPMENT AND REFINEMENTS.
2. LOCATION AND EXTENT OF REQD MEPS PENETRATIONS AT FLOOR PLATES AND REQD FOUNDATION UPGRADE SUBJECT TO FUTURE DESIGN DEVELOPMENT AND REFINEMENTS

SEISMIC TIE APPROACH

706 MISSION STREET - THE MEXICAN MUSEUM CONCEPTUAL BASEMENT DEMOLITION PLAN

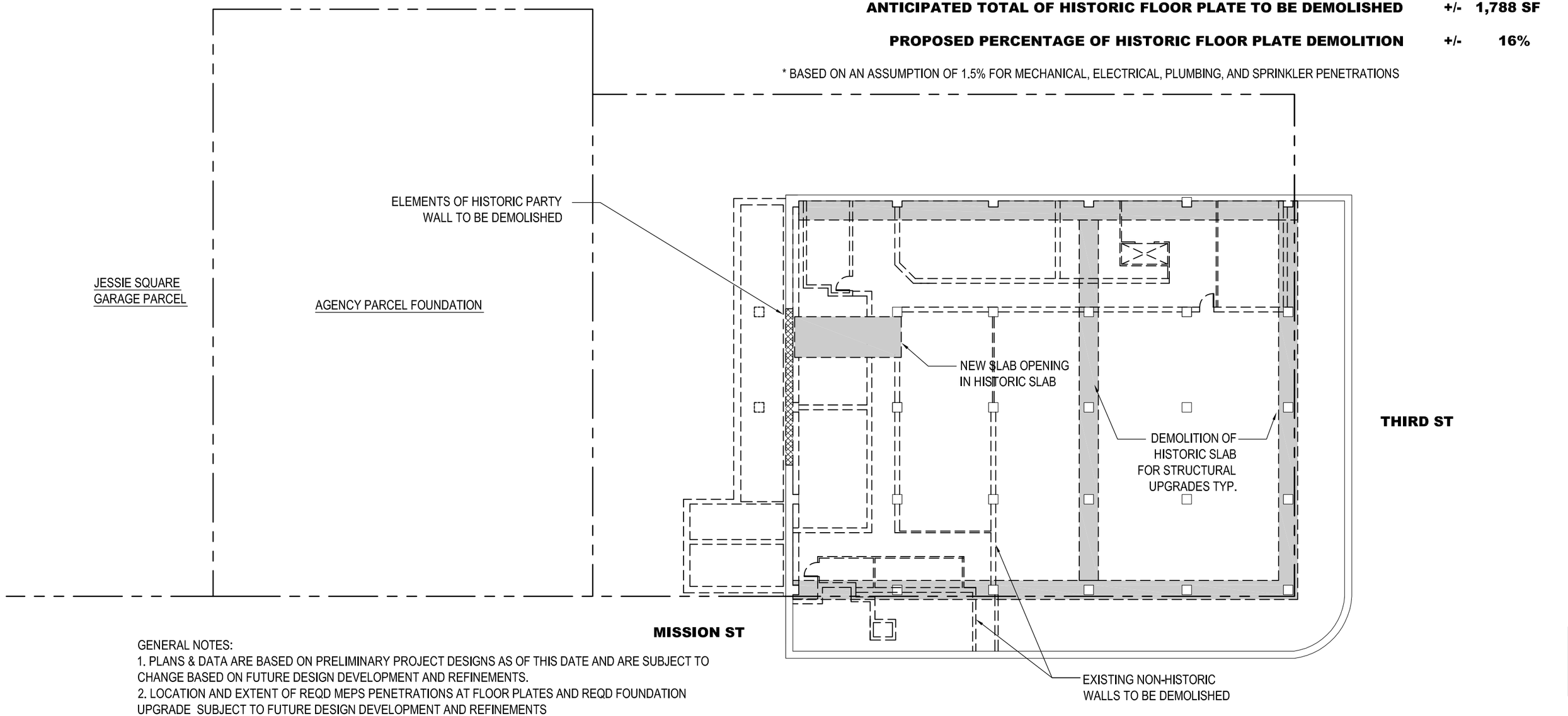
0 10' 20' 40'

SEISMIC JOINT APPROACH

The Aronson Building will be seismically upgraded by using one of two approaches, seismic tie or seismic joint. Using the seismic joint approach, the buildings would be seismically independent and separated by a seismic joint with an air space in between the two buildings. With this approach, the two buildings would be allowed to move independently during a seismic event.

TOTAL HISTORIC FLOOR PLATE AREA	**+/-**	**11,368 SF**
ANTICIPATED AREA OF HISTORIC FLOOR PLATE TO BE DEMOLISHED AS A RESULT OF ARCHITECTURAL ALTERATIONS	**+/-**	**1,625 SF**
ANTICIPATED AREA OF HISTORIC FLOOR PLATE TO BE DEMOLISHED AS A RESULT OF MEPS* PENETRATIONS	**+/-**	**163 SF**
ANTICIPATED TOTAL OF HISTORIC FLOOR PLATE TO BE DEMOLISHED	**+/-**	**1,788 SF**
PROPOSED PERCENTAGE OF HISTORIC FLOOR PLATE DEMOLITION	**+/-**	**16%**

* BASED ON AN ASSUMPTION OF 1.5% FOR MECHANICAL, ELECTRICAL, PLUMBING, AND SPRINKLER PENETRATIONS



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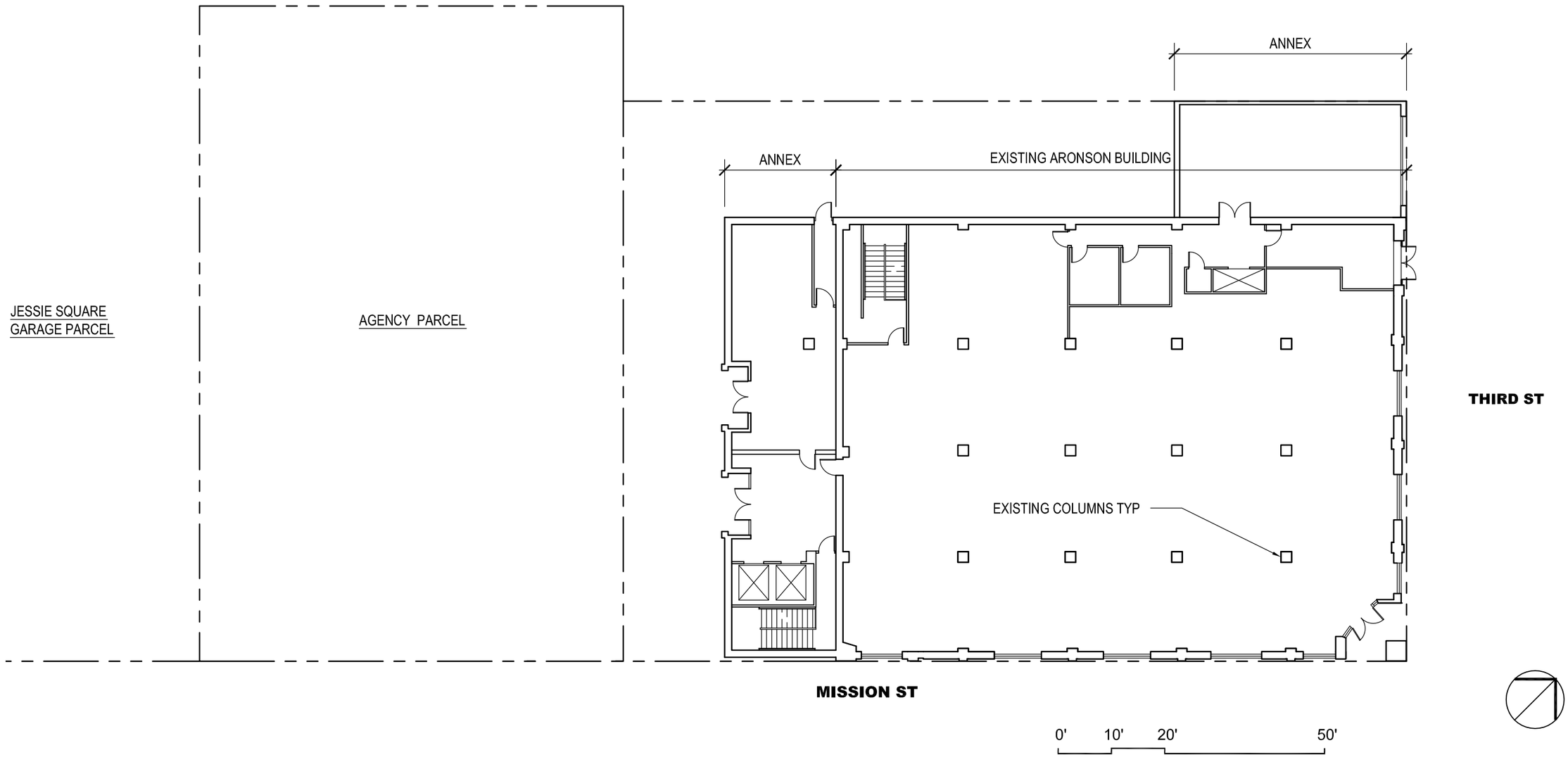
SEISMIC JOINT APPROACH

706 MISSION STREET - THE MEXICAN MUSEUM CONCEPTUAL BASEMENT DEMOLITION PLAN

0 10' 20' 40'

PLANS



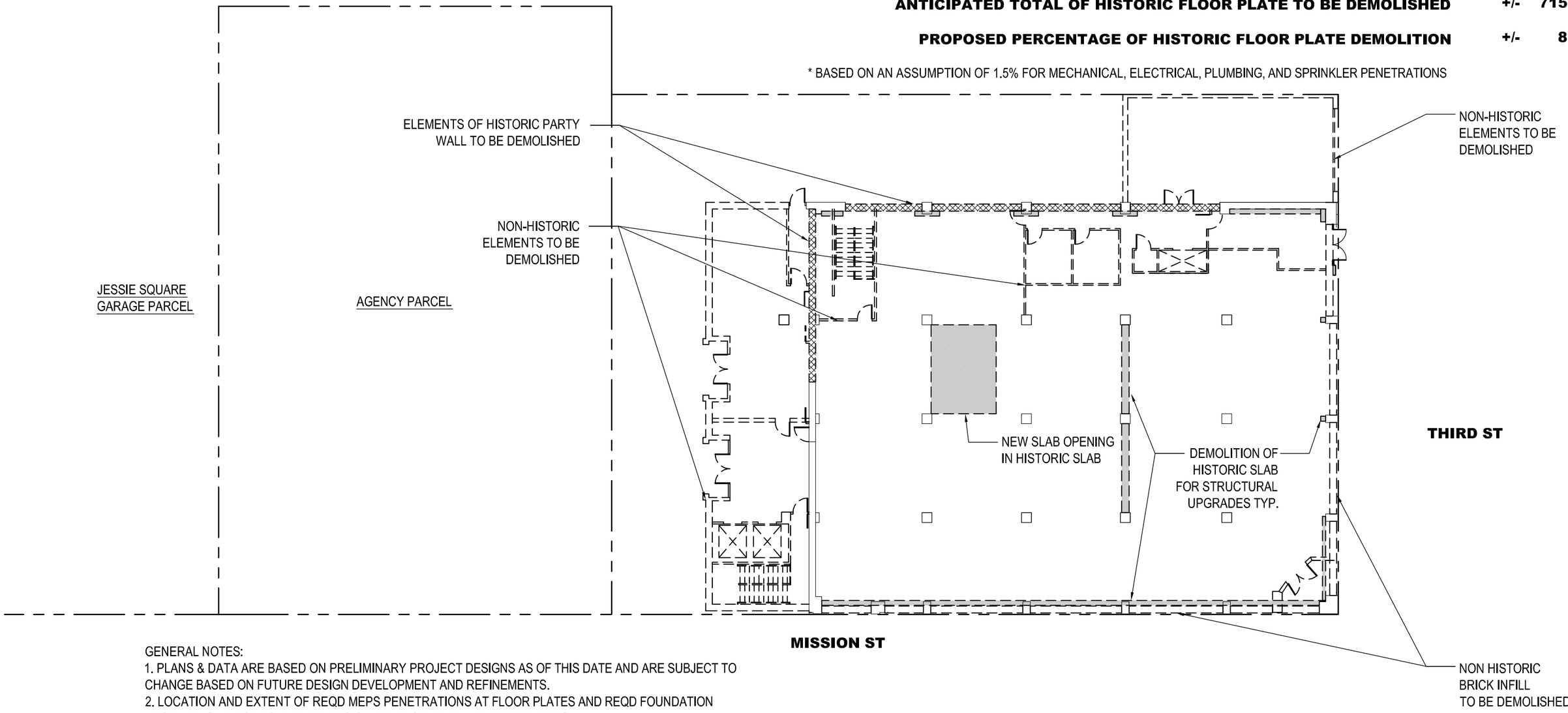
706 MISSION STREET - EXISTING GROUND FLOOR PLAN

SEISMIC TIE APPROACH

The Aronson Building will be seismically upgraded by using one of two approaches, seismic tie or seismic joint. Using the seismic tie approach, the Aronson Building would be laterally connected to the new tower at all floor and roof levels and allow the buildings to move together during a seismic event. The Aronson Building would maintain its independent structural system for support of vertical (gravity) loads. In this scenario, the primary means of lateral resistance would be the shear wall system of the new tower, and seismic loads would be transferred from the Aronson Building to the new tower by means of structural drag strut elements at each floor.

TOTAL HISTORIC FLOOR PLATE AREA	**+/- 8,760 SF**
ANTICIPATED AREA OF HISTORIC FLOOR PLATE TO BE DEMOLISHED AS A RESULT OF ARCHITECTURAL ALTERATIONS	**+/- 591 SF**
ANTICIPATED AREA OF HISTORIC FLOOR PLATE TO BE DEMOLISHED AS A RESULT OF MEPS* PENETRATIONS	**+/- 124 SF**
ANTICIPATED TOTAL OF HISTORIC FLOOR PLATE TO BE DEMOLISHED	**+/- 715 SF**
PROPOSED PERCENTAGE OF HISTORIC FLOOR PLATE DEMOLITION	**+/- 8%**

* BASED ON AN ASSUMPTION OF 1.5% FOR MECHANICAL, ELECTRICAL, PLUMBING, AND SPRINKLER PENETRATIONS



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SEISMIC TIE APPROACH

706 MISSION STREET - THE MEXICAN MUSEUM CONCEPTUAL GROUND FLOOR DEMOLITION PLAN

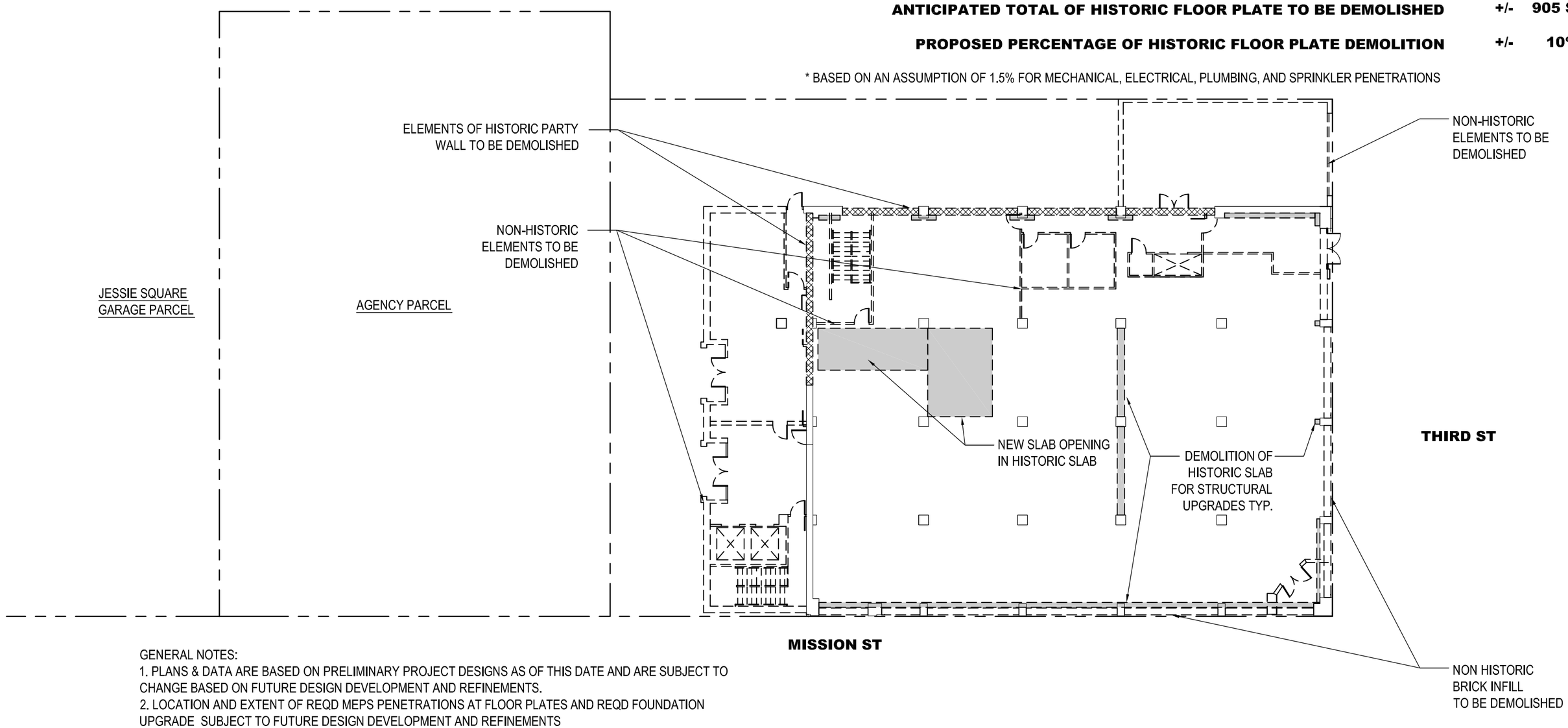
0 10' 20' 40'

SEISMIC JOINT APPROACH

The Aronson Building will be seismically upgraded by using one of two approaches, seismic tie or seismic joint. Using the seismic joint approach, the buildings would be seismically independent and separated by a seismic joint with an air space in between the two buildings. With this approach, the two buildings would be allowed to move independently during a seismic event.

TOTAL HISTORIC FLOOR PLATE AREA	**+/- 8,760 SF**
ANTICIPATED AREA OF HISTORIC FLOOR PLATE TO BE DEMOLISHED AS A RESULT OF ARCHITECTURAL ALTERATIONS	**+/- 781 SF**
ANTICIPATED AREA OF HISTORIC FLOOR PLATE TO BE DEMOLISHED AS A RESULT OF MEPS* PENETRATIONS	**+/- 124 SF**
ANTICIPATED TOTAL OF HISTORIC FLOOR PLATE TO BE DEMOLISHED	**+/- 905 SF**
PROPOSED PERCENTAGE OF HISTORIC FLOOR PLATE DEMOLITION	**+/- 10%**

* BASED ON AN ASSUMPTION OF 1.5% FOR MECHANICAL, ELECTRICAL, PLUMBING, AND SPRINKLER PENETRATIONS



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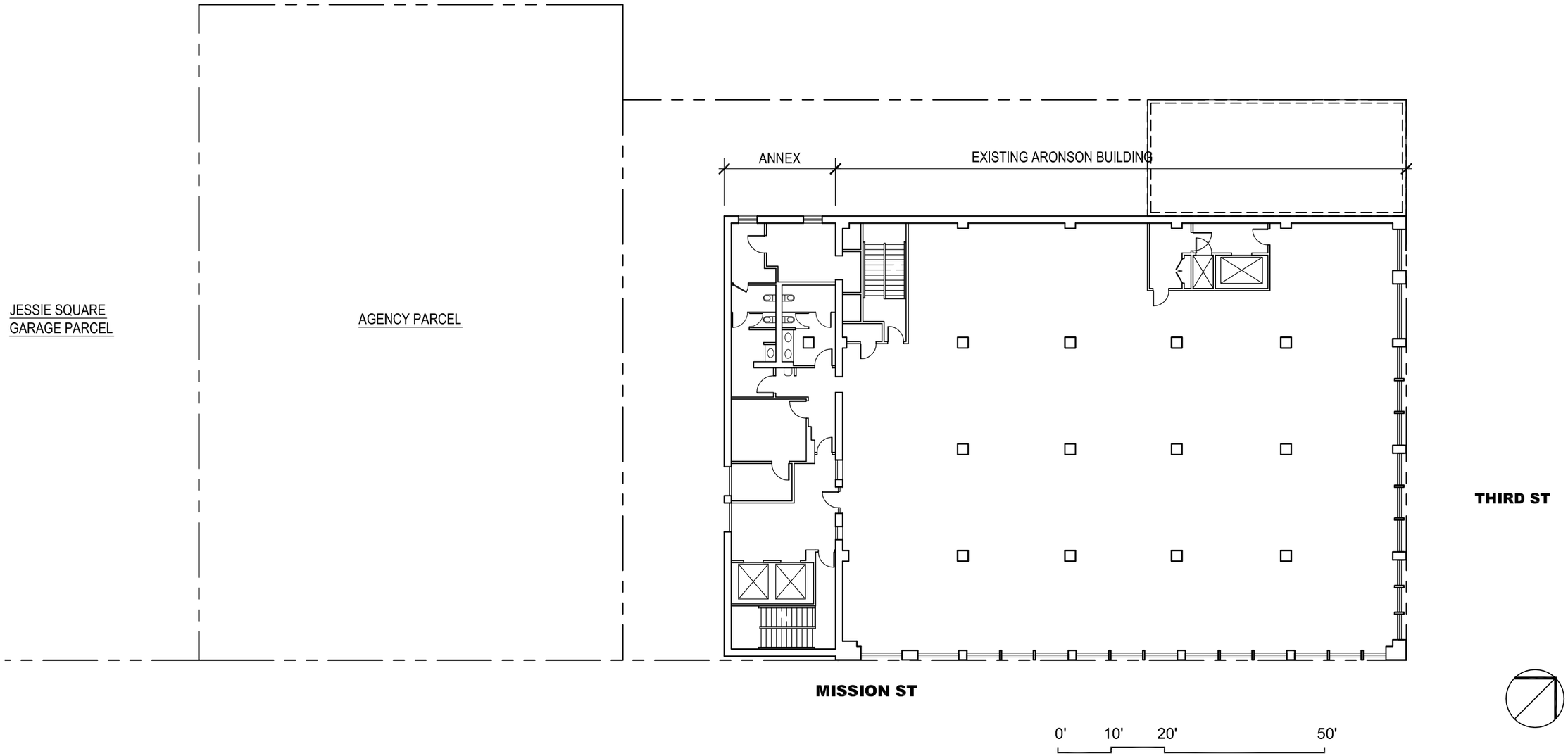
SEISMIC JOINT APPROACH

706 MISSION STREET - THE MEXICAN MUSEUM CONCEPTUAL GROUND FLOOR DEMOLITION PLAN

0 10' 20' 40'

PLANS



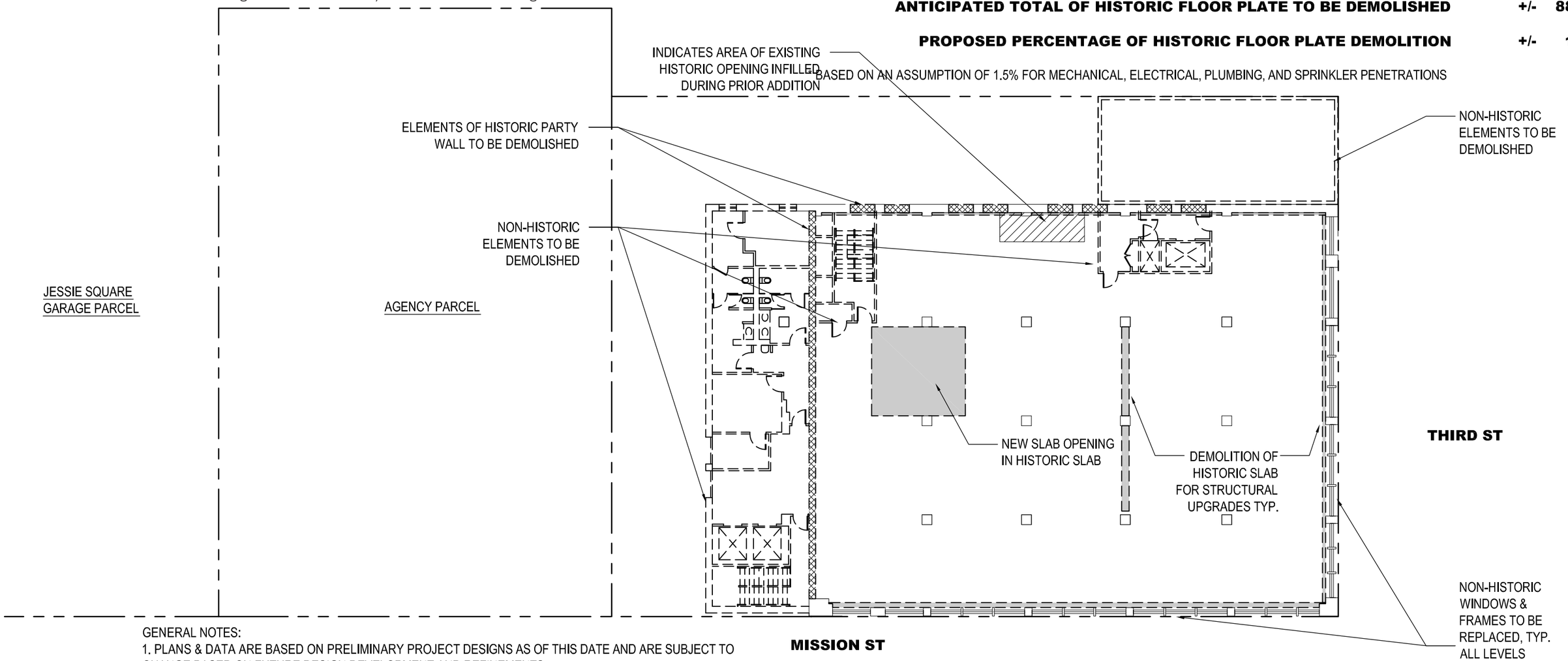
706 MISSION STREET - EXISTING SECOND FLOOR PLAN

SEISMIC TIE APPROACH

The Aronson Building will be seismically upgraded by using one of two approaches, seismic tie or seismic joint. Using the seismic tie approach, the Aronson Building would be laterally connected to the new tower at all floor and roof levels and allow the buildings to move together during a seismic event. The Aronson Building would maintain its independent structural system for support of vertical (gravity) loads. In this scenario, the primary means of lateral resistance would be the shear wall system of the new tower, and seismic loads would be transferred from the Aronson Building to the new tower by means of structural drag strut elements at each floor.

TOTAL HISTORIC FLOOR PLATE AREA	**+/- 8,223 SF**
ANTICIPATED AREA OF HISTORIC FLOOR PLATE TO BE DEMOLISHED AS A RESULT OF ARCHITECTURAL ALTERATIONS	**+/- 760 SF**
ANTICIPATED AREA OF HISTORIC FLOOR PLATE TO BE DEMOLISHED AS A RESULT OF MEPS* PENETRATIONS	**+/- 125 SF**
ANTICIPATED TOTAL OF HISTORIC FLOOR PLATE TO BE DEMOLISHED	**+/- 885 SF**
PROPOSED PERCENTAGE OF HISTORIC FLOOR PLATE DEMOLITION	**+/- 10%**

*BASED ON AN ASSUMPTION OF 1.5% FOR MECHANICAL, ELECTRICAL, PLUMBING, AND SPRINKLER PENETRATIONS



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SEISMIC TIE APPROACH

706 MISSION STREET - THE MEXICAN MUSEUM CONCEPTUAL SECOND FLOOR DEMOLITION PLAN

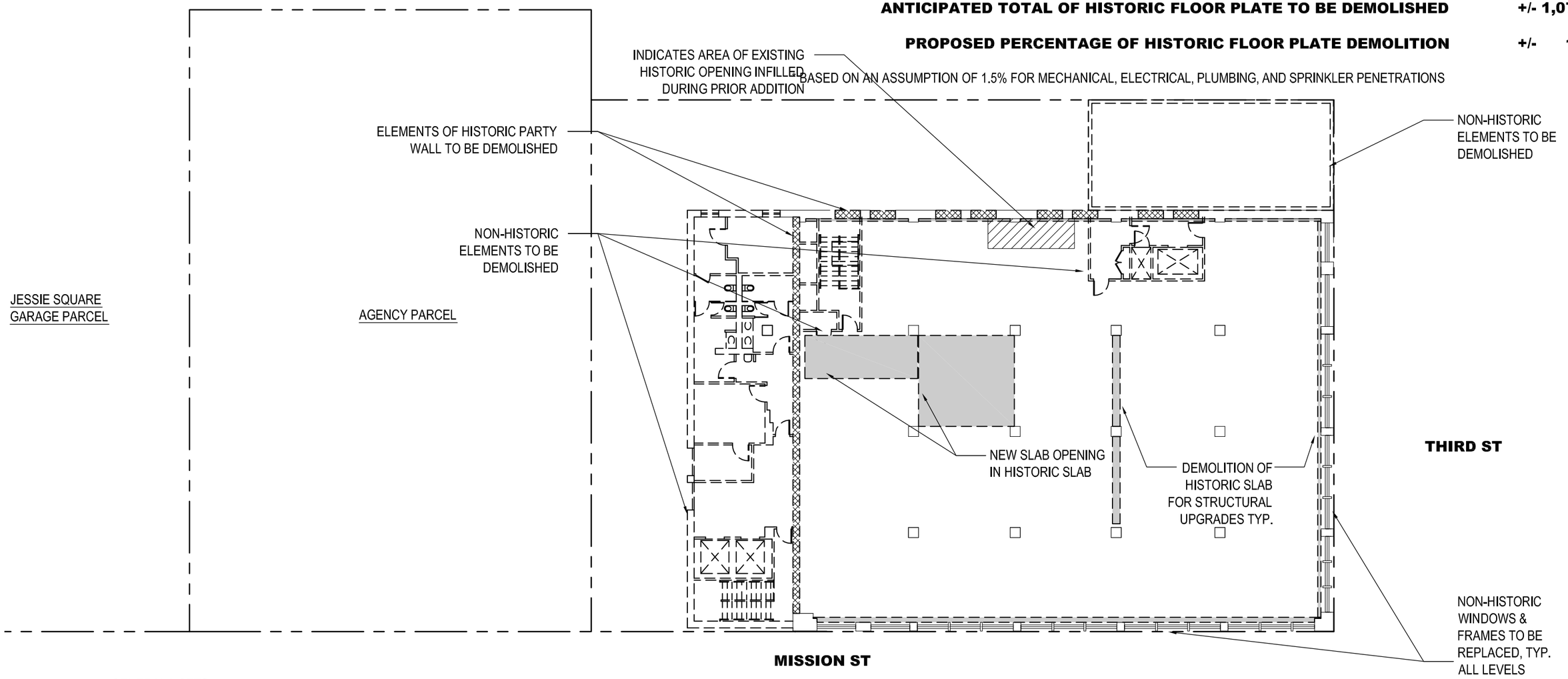
0 10' 20' 40'

SEISMIC JOINT APPROACH

The Aronson Building will be seismically upgraded by using one of two approaches, seismic tie or seismic joint. Using the seismic joint approach, the buildings would be seismically independent and separated by a seismic joint with an air space in between the two buildings. With this approach, the two buildings would be allowed to move independently during a seismic event.

TOTAL HISTORIC FLOOR PLATE AREA	**+/- 8,760 SF**
ANTICIPATED AREA OF HISTORIC FLOOR PLATE TO BE DEMOLISHED AS A RESULT OF ARCHITECTURAL ALTERATIONS	**+/- 950 SF**
ANTICIPATED AREA OF HISTORIC FLOOR PLATE TO BE DEMOLISHED AS A RESULT OF MEPS* PENETRATIONS	**+/- 125 SF**
ANTICIPATED TOTAL OF HISTORIC FLOOR PLATE TO BE DEMOLISHED	**+/- 1,075 SF**
PROPOSED PERCENTAGE OF HISTORIC FLOOR PLATE DEMOLITION	**+/- 12%**

*BASED ON AN ASSUMPTION OF 1.5% FOR MECHANICAL, ELECTRICAL, PLUMBING, AND SPRINKLER PENETRATIONS



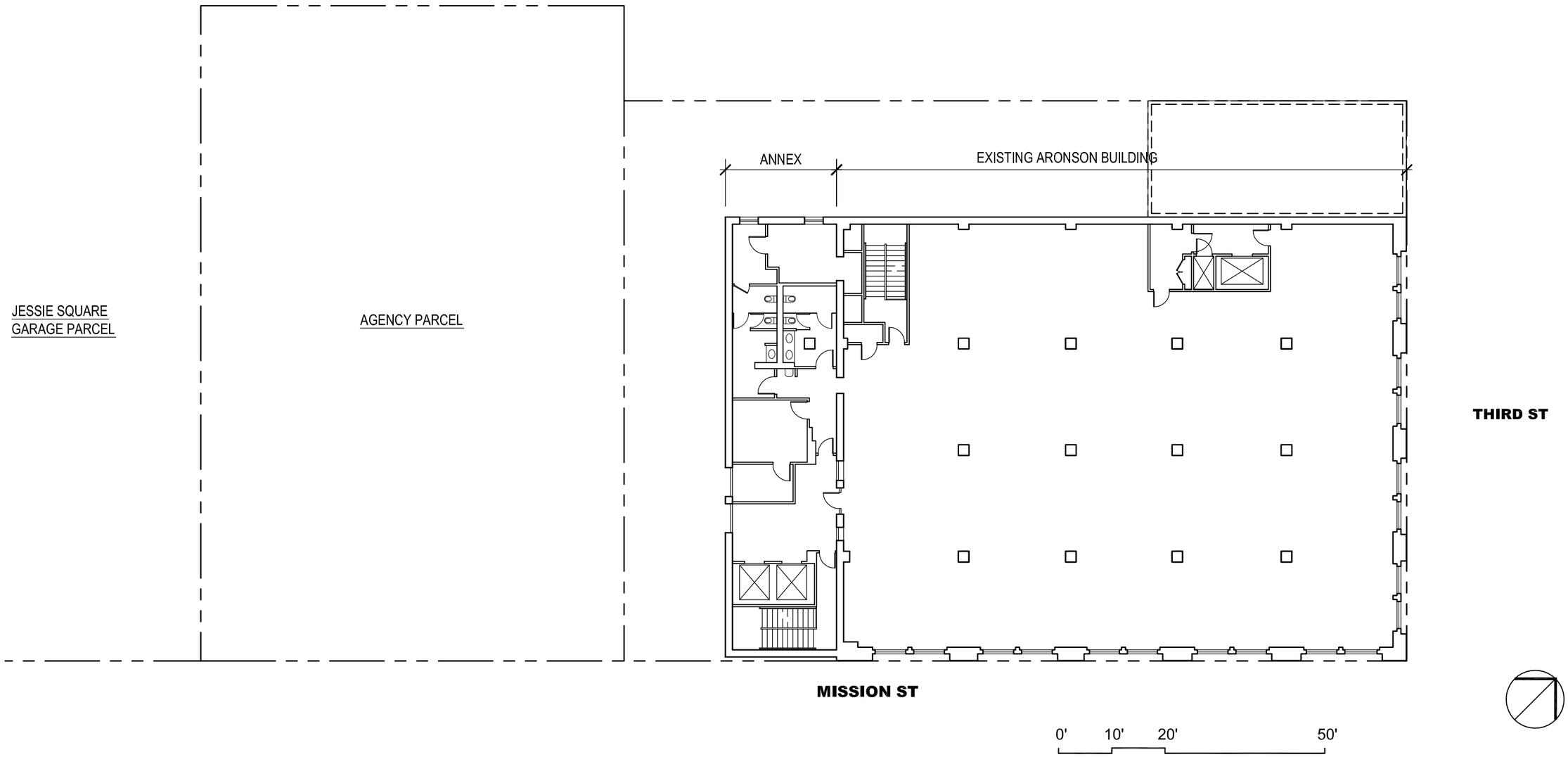
GENERAL NOTES:
1. PLANS & DATA ARE BASED ON PRELIMINARY PROJECT DESIGNS AS OF THIS DATE AND ARE SUBJECT TO CHANGE BASED ON FUTURE DESIGN DEVELOPMENT AND REFINEMENTS.
2. LOCATION AND EXTENT OF REQD MEPS PENETRATIONS AT FLOOR PLATES AND REQD FOUNDATION UPGRADE SUBJECT TO FUTURE DESIGN DEVELOPMENT AND REFINEMENTS

SEISMIC JOINTAPPROACH

706 MISSION STREET - THE MEXICAN MUSEUM CONCEPTUAL SECOND FLOOR DEMOLITION PLAN

0 10' 20' 40'

PLANS



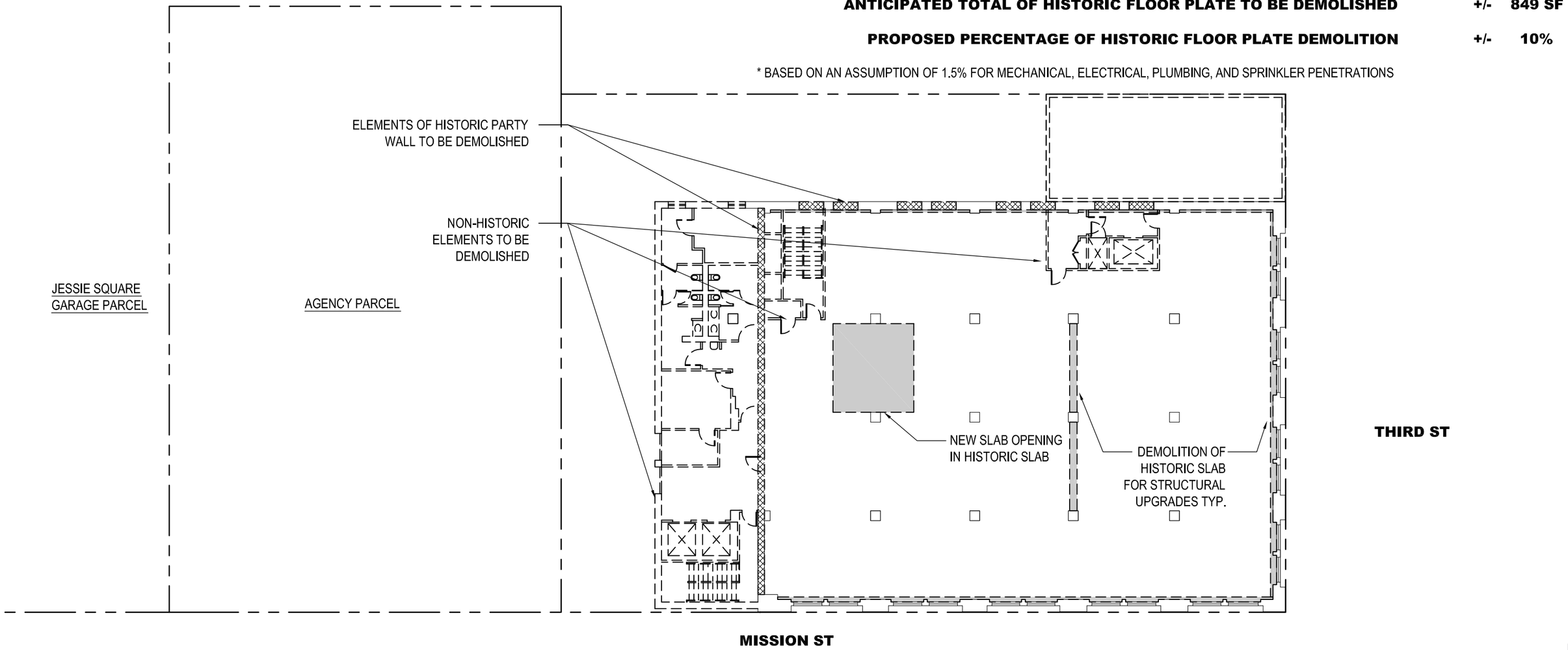
706 MISSION STREET - EXISTING THIRD FLOOR PLAN

SEISMIC TIE APPROACH

The Aronson Building will be seismically upgraded by using one of two approaches, seismic tie or seismic joint. Using the seismic tie approach, the Aronson Building would be laterally connected to the new tower at all floor and roof levels and allow the buildings to move together during a seismic event. The Aronson Building would maintain its independent structural system for support of vertical (gravity) loads. In this scenario, the primary means of lateral resistance would be the shear wall system of the new tower, and seismic loads would be transferred from the Aronson Building to the new tower by means of structural drag strut elements at each floor.

TOTAL HISTORIC FLOOR PLATE AREA	**+/- 8,760 SF**
ANTICIPATED AREA OF HISTORIC FLOOR PLATE TO BE DEMOLISHED AS A RESULT OF ARCHITECTURAL ALTERATIONS	**+/- 726 SF**
ANTICIPATED AREA OF HISTORIC FLOOR PLATE TO BE DEMOLISHED AS A RESULT OF MEPS* PENETRATIONS	**+/- 123 SF**
ANTICIPATED TOTAL OF HISTORIC FLOOR PLATE TO BE DEMOLISHED	**+/- 849 SF**
PROPOSED PERCENTAGE OF HISTORIC FLOOR PLATE DEMOLITION	**+/- 10%**

* BASED ON AN ASSUMPTION OF 1.5% FOR MECHANICAL, ELECTRICAL, PLUMBING, AND SPRINKLER PENETRATIONS



GENERAL NOTES:
1. PLANS & DATA ARE BASED ON PRELIMINARY PROJECT DESIGNS AS OF THIS DATE AND ARE SUBJECT TO CHANGE BASED ON FUTURE DESIGN DEVELOPMENT AND REFINEMENTS.
2. LOCATION AND EXTENT OF REQD MEPS PENETRATIONS AT FLOOR PLATES AND REQD FOUNDATION UPGRADE SUBJECT TO FUTURE DESIGN DEVELOPMENT AND REFINEMENTS

SEISMIC TIE APPROACH

706 MISSION STREET - THE MEXICAN MUSEUM CONCEPTUAL THIRD FLOOR DEMOLITION PLAN

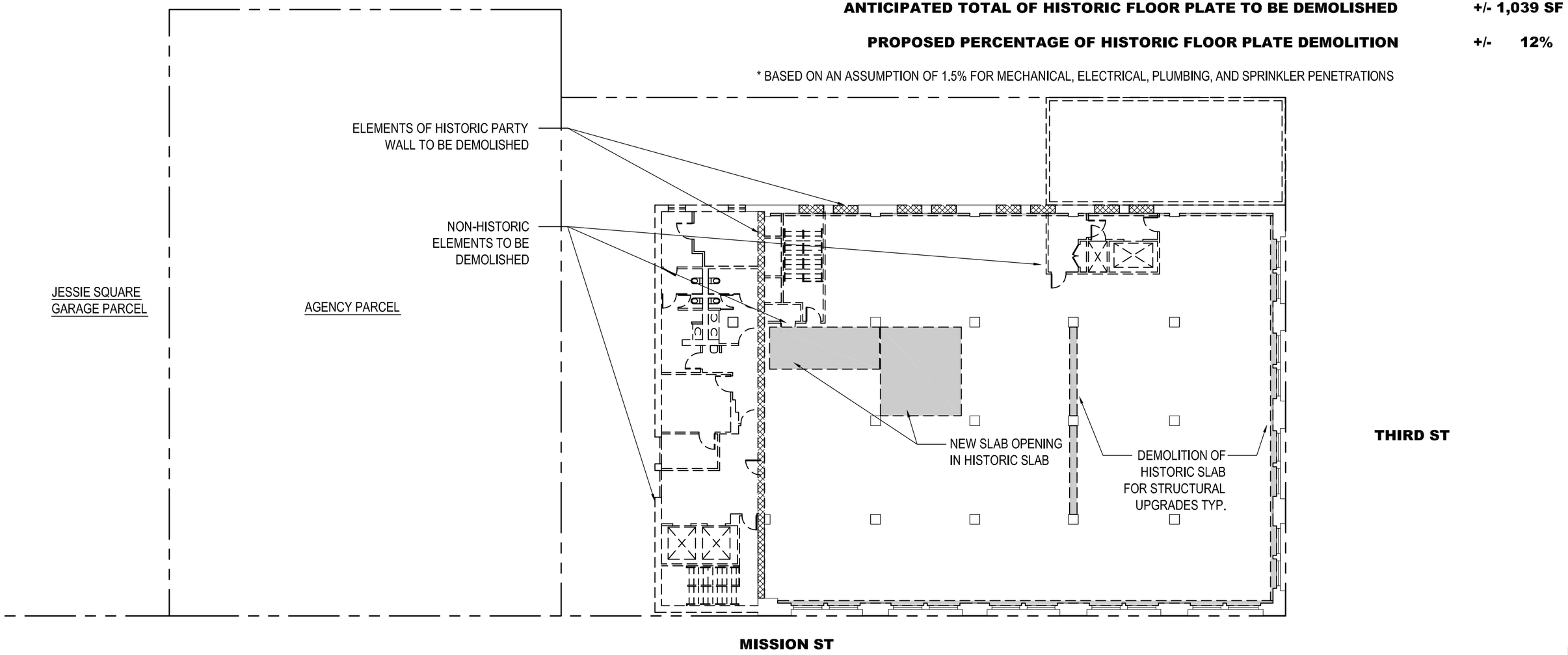
0 10' 20' 40'

SEISMIC JOINT APPROACH

The Aronson Building will be seismically upgraded by using one of two approaches, seismic tie or seismic joint. Using the seismic joint approach, the buildings would be seismically independent and separated by a seismic joint with an air space in between the two buildings. With this approach, the two buildings would be allowed to move independently during a seismic event.

TOTAL HISTORIC FLOOR PLATE AREA	**+/- 8,760 SF**
ANTICIPATED AREA OF HISTORIC FLOOR PLATE TO BE DEMOLISHED AS A RESULT OF ARCHITECTURAL ALTERATIONS	**+/- 916 SF**
ANTICIPATED AREA OF HISTORIC FLOOR PLATE TO BE DEMOLISHED AS A RESULT OF MEPS* PENETRATIONS	**+/- 123 SF**
ANTICIPATED TOTAL OF HISTORIC FLOOR PLATE TO BE DEMOLISHED	**+/- 1,039 SF**
PROPOSED PERCENTAGE OF HISTORIC FLOOR PLATE DEMOLITION	**+/- 12%**

* BASED ON AN ASSUMPTION OF 1.5% FOR MECHANICAL, ELECTRICAL, PLUMBING, AND SPRINKLER PENETRATIONS



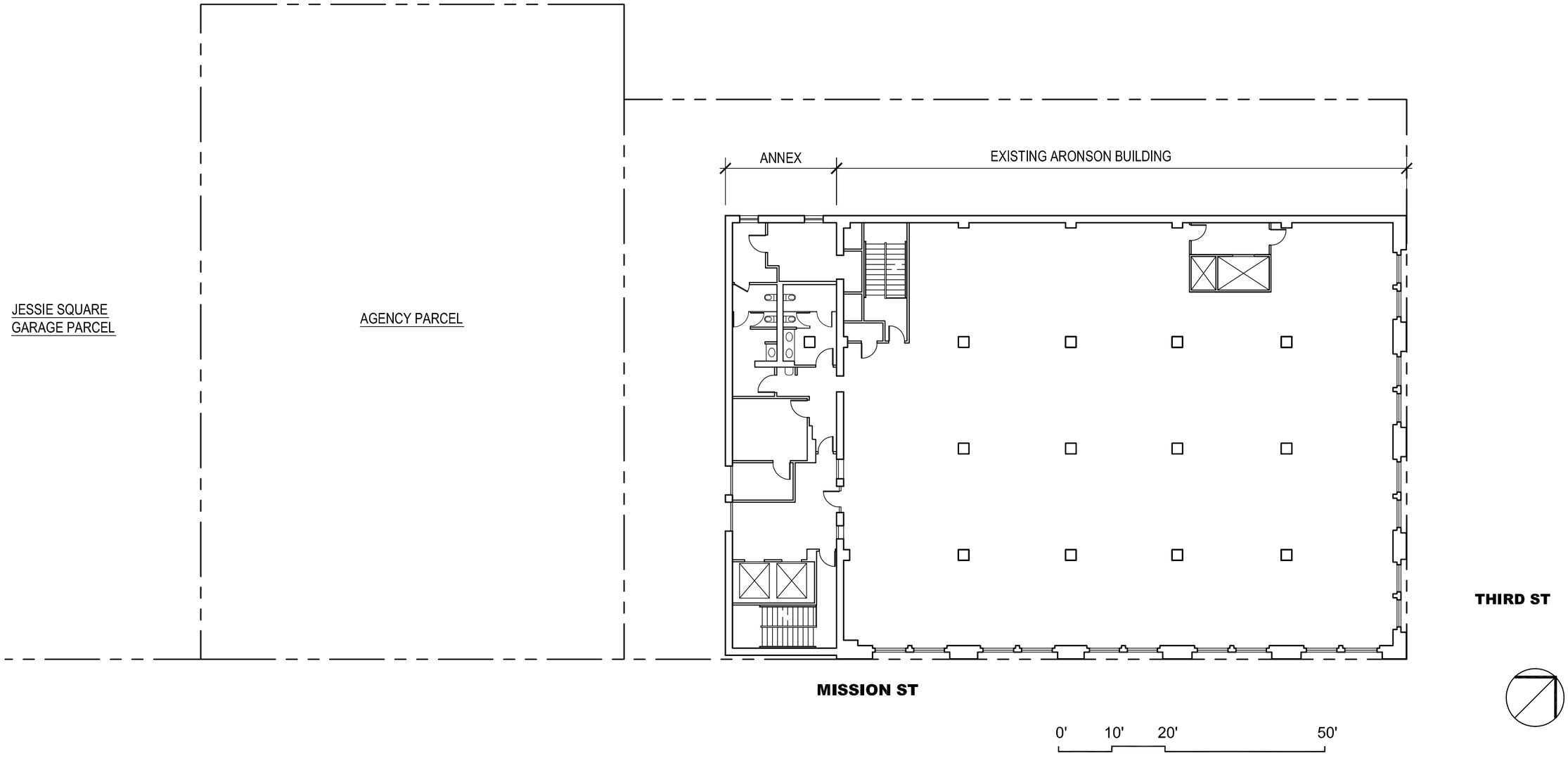
GENERAL NOTES:
1. PLANS & DATA ARE BASED ON PRELIMINARY PROJECT DESIGNS AS OF THIS DATE AND ARE SUBJECT TO CHANGE BASED ON FUTURE DESIGN DEVELOPMENT AND REFINEMENTS.
2. LOCATION AND EXTENT OF REQD MEPS PENETRATIONS AT FLOOR PLATES AND REQD FOUNDATION UPGRADE SUBJECT TO FUTURE DESIGN DEVELOPMENT AND REFINEMENTS

SEISMIC JOINT APPROACH

706 MISSION STREET - THE MEXICAN MUSEUM CONCEPTUAL THIRD FLOOR DEMOLITION PLAN

0 10' 20' 40'

PLANS



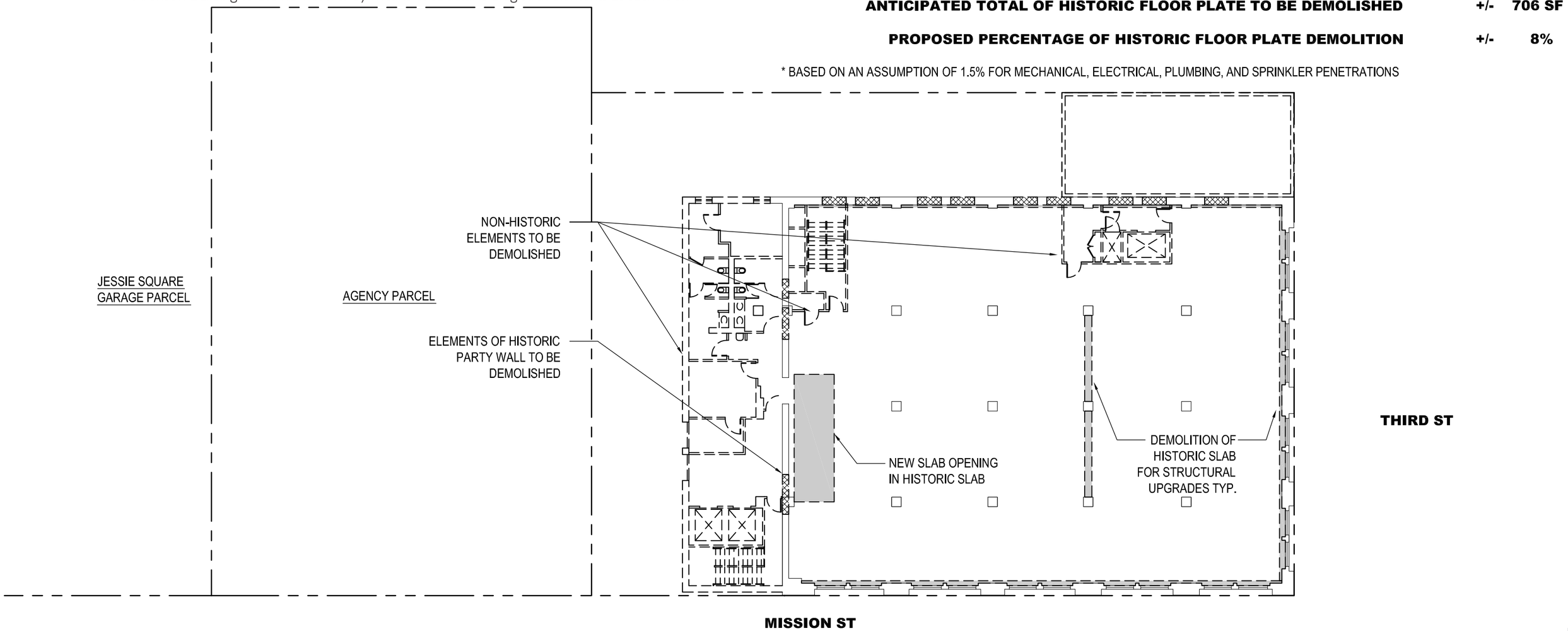
706 MISSION STREET - EXISTING 4TH TO 10TH PLAN

SEISMIC TIE APPROACH

The Aronson Building will be seismically upgraded by using one of two approaches, seismic tie or seismic joint. Using the seismic tie approach, the Aronson Building would be laterally connected to the new tower at all floor and roof levels and allow the buildings to move together during a seismic event. The Aronson Building would maintain its independent structural system for support of vertical (gravity) loads. In this scenario, the primary means of lateral resistance would be the shear wall system of the new tower, and seismic loads would be transferred from the Aronson Building to the new tower by means of structural drag strut elements at each floor.

TOTAL HISTORIC FLOOR PLATE AREA	**+/- 8,760 SF**
ANTICIPATED AREA OF HISTORIC FLOOR PLATE TO BE DEMOLISHED AS A RESULT OF ARCHITECTURAL ALTERATIONS	**+/- 583 SF**
ANTICIPATED AREA OF HISTORIC FLOOR PLATE TO BE DEMOLISHED AS A RESULT OF MEPS* PENETRATIONS	**+/- 123 SF**
ANTICIPATED TOTAL OF HISTORIC FLOOR PLATE TO BE DEMOLISHED	**+/- 706 SF**
PROPOSED PERCENTAGE OF HISTORIC FLOOR PLATE DEMOLITION	**+/- 8%**

* BASED ON AN ASSUMPTION OF 1.5% FOR MECHANICAL, ELECTRICAL, PLUMBING, AND SPRINKLER PENETRATIONS



GENERAL NOTES:
1. PLANS & DATA ARE BASED ON PRELIMINARY PROJECT DESIGNS AS OF THIS DATE AND ARE SUBJECT TO CHANGE BASED ON FUTURE DESIGN DEVELOPMENT AND REFINEMENTS.
2. LOCATION AND EXTENT OF REQD MEPS PENETRATIONS AT FLOOR PLATES AND REQD FOUNDATION UPGRADE SUBJECT TO FUTURE DESIGN DEVELOPMENT AND REFINEMENTS

SEISMIC TIE APPROACH

706 MISSION STREET - THE MEXICAN MUSEUM CONCEPTUAL FOURTH FLOOR DEMOLITION PLAN

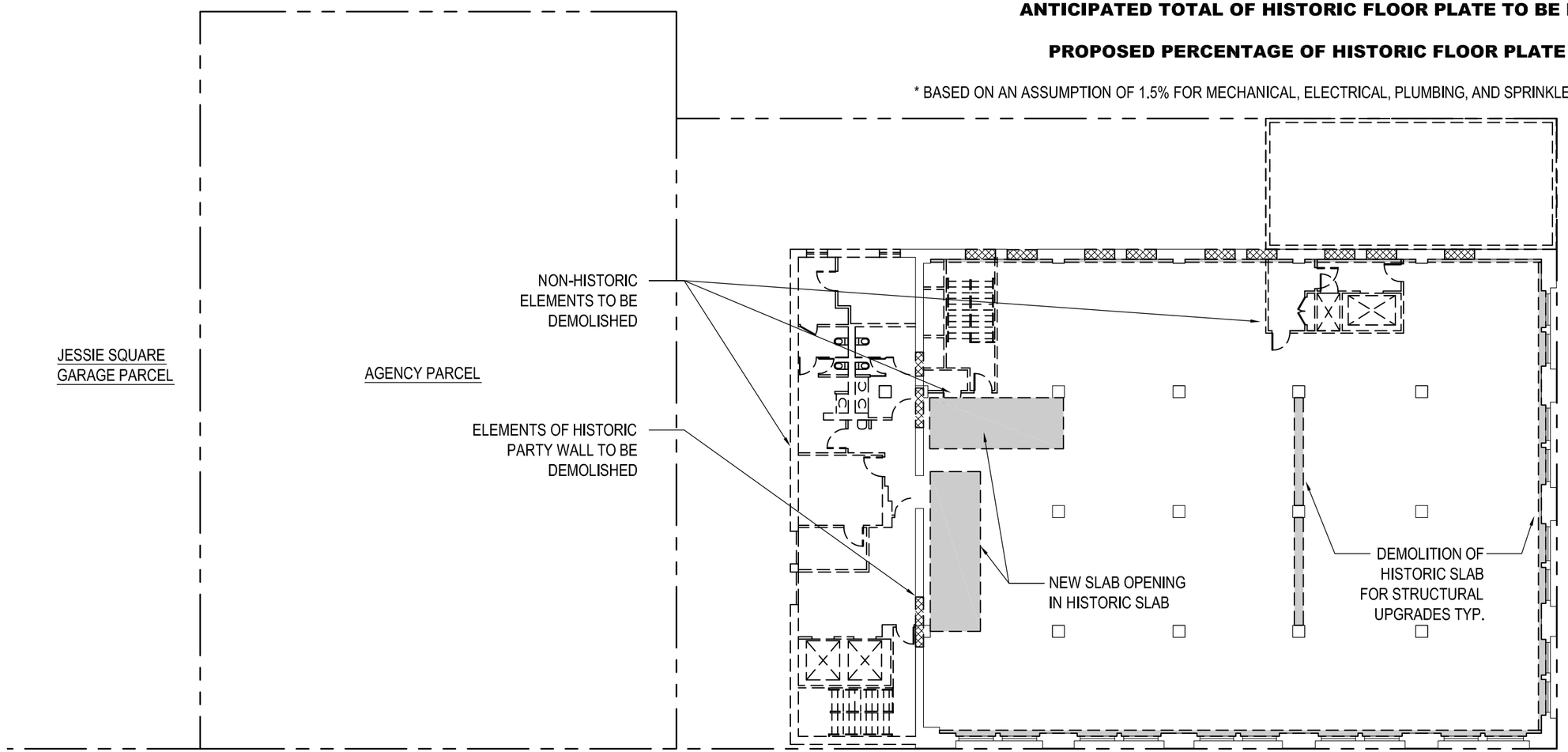
0 10' 20' 40'

SEISMIC JOINT APPROACH

The Aronson Building will be seismically upgraded by using one of two approaches, seismic tie or seismic joint. Using the seismic joint approach, the buildings would be seismically independent and separated by a seismic joint with an air space in between the two buildings. With this approach, the two buildings would be allowed to move independently during a seismic event.

TOTAL HISTORIC FLOOR PLATE AREA	**+/- 8,760 SF**
ANTICIPATED AREA OF HISTORIC FLOOR PLATE TO BE DEMOLISHED AS A RESULT OF ARCHITECTURAL ALTERATIONS	**+/- 773 SF**
ANTICIPATED AREA OF HISTORIC FLOOR PLATE TO BE DEMOLISHED AS A RESULT OF MEPS* PENETRATIONS	**+/- 123 SF**
ANTICIPATED TOTAL OF HISTORIC FLOOR PLATE TO BE DEMOLISHED	**+/- 896 SF**
PROPOSED PERCENTAGE OF HISTORIC FLOOR PLATE DEMOLITION	**+/- 10%**

* BASED ON AN ASSUMPTION OF 1.5% FOR MECHANICAL, ELECTRICAL, PLUMBING, AND SPRINKLER PENETRATIONS



GENERAL NOTES:
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2. LOCATION AND EXTENT OF REQD MEPS PENETRATIONS AT FLOOR PLATES AND REQD FOUNDATION UPGRADE SUBJECT TO FUTURE DESIGN DEVELOPMENT AND REFINEMENTS

SEISMIC JOINT APPROACH

706 MISSION STREET - THE MEXICAN MUSEUM CONCEPTUAL FOURTH FLOOR DEMOLITION PLAN

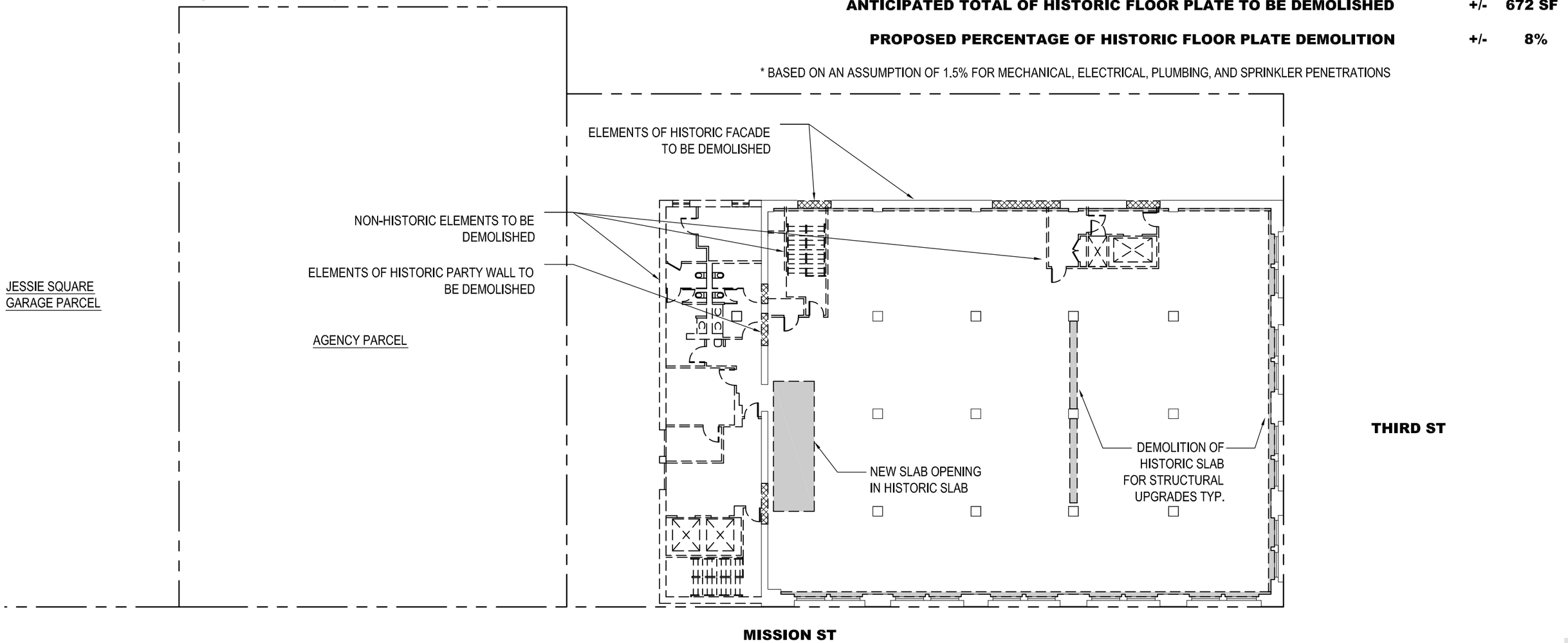
0 10' 20' 40'

SEISMIC TIE APPROACH

The Aronson Building will be seismically upgraded by using one of two approaches, seismic tie or seismic joint. Using the seismic tie approach, the Aronson Building would be laterally connected to the new tower at all floor and roof levels and allow the buildings to move together during a seismic event. The Aronson Building would maintain its independent structural system for support of vertical (gravity) loads. In this scenario, the primary means of lateral resistance would be the shear wall system of the new tower, and seismic loads would be transferred from the Aronson Building to the new tower by means of structural drag strut elements at each floor.

TOTAL HISTORIC FLOOR PLATE AREA	**+/- 8,760 SF**
ANTICIPATED AREA OF HISTORIC FLOOR PLATE TO BE DEMOLISHED AS A RESULT OF ARCHITECTURAL ALTERATIONS	**+/- 549 SF**
ANTICIPATED AREA OF HISTORIC FLOOR PLATE TO BE DEMOLISHED AS A RESULT OF MEPS* PENETRATIONS	**+/- 123 SF**
ANTICIPATED TOTAL OF HISTORIC FLOOR PLATE TO BE DEMOLISHED	**+/- 672 SF**
PROPOSED PERCENTAGE OF HISTORIC FLOOR PLATE DEMOLITION	**+/- 8%**

* BASED ON AN ASSUMPTION OF 1.5% FOR MECHANICAL, ELECTRICAL, PLUMBING, AND SPRINKLER PENETRATIONS



GENERAL NOTES:
1. PLANS & DATA ARE BASED ON PRELIMINARY PROJECT DESIGNS AS OF THIS DATE AND ARE SUBJECT TO CHANGE BASED ON FUTURE DESIGN DEVELOPMENT AND REFINEMENTS.
2. LOCATION AND EXTENT OF REQD MEPS PENETRATIONS AT FLOOR PLATES AND REQD FOUNDATION UPGRADE SUBJECT TO FUTURE DESIGN DEVELOPMENT AND REFINEMENTS

SEISMIC TIE APPROACH

706 MISSION STREET - THE MEXICAN MUSEUM CONCEPTUAL 5TH - 10TH FLOOR DEMOLITION PLAN

0 10' 20' 40'