



SAN FRANCISCO PLANNING DEPARTMENT

Memo to the Planning Commission

HEARING DATE: OCTOBER 6, 2016

Date: September 29, 2016
Case No.: 2015-009690
Project Address: **Executive Park Background and Streetscape Master Plan**
Zoning: RC-3 (Residential-Commercial, Medium Density)
Executive Park Special Use District
65/240-EP
Block/Lot: 4991/075
Project Sponsor: Michael Li
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and
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Recommendation: **No Action**

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SUMMARY

The Commission is scheduled to take several approval actions on a project at 5 Thomas Mellon Circle, in Executive Park (Case no. 2015-009690). The project includes almost 600 units within five buildings that will range from 65-feet to 170-feet. The project is a one component of the Executive Park Neighborhood Plan, which the Commission approved in 2011.

The approvals of the "Neighborhood Plan" included (1) amendments to the Executive Park Sub Area Plan; (2) zoning amendments that among other things, created the Executive Park Special Use District (SUD) and; (3) adoption of Design Guidelines specifically for Executive Park. There were no other entitlements approved at that time.

As a part of the approval hearing for 5 Thomas Mellon Circle, Citywide staff will provide you with a brief orientation to the Plan, its components and history. Also as a part of the presentation, staff will go over the Streetscape Master Plan (SSMP), which was recently completed. (The Streetscape Plan is attached.) The Executive Park Design Guidelines and the original approvals require that this SSMP be completed and presented to the Commission prior to approval of the first entitlement. This presentation will satisfy that requirement.

REQUIRED COMMISSION ACTION

Informational Only

BACKGROUND OF EXECUTIVE PARK

As noted above, the Executive Park “Neighborhood Plan” consists of the General Plan Sub Area Plan, a Planning Code SUD and other provisions, and Design Guidelines.

The Executive Park Subarea Plan

The Subarea Plan was originally established in 1985 as part of the South Bayshore Area Plan (now called the Bayview Hunters Point Area Plan). The original Plan explicitly laid out a site plan for a mixed-use predominately office and commercial development. The Plan’s prescribed site plan had a suburban style and insular orientation that, among other things, features wide expanses of parking. Over the years, the Executive Park entitlements were amended to incrementally allow more residential development; however, the main thrust of the Subarea Plan remained largely oriented to commercial use.

In the mid-2000s, three of the Executive Park property owners expressed interest in pursuing residential development: Signature Properties, who owned the most northern third of the site, wanted to develop residential in-lieu of previous approved 1.3 million square foot office development; Yerby (previous owner of 5 Thomas Mellon Circle) and UPC wanted to redevelop their office and parking uses as residential. After considering the new surrounding context and market forces, staff agreed to pursue a new vision for Executive Park. Planning saw an opportunity to apply the same principles in creating vibrant pedestrian-oriented mixed-use neighborhood used for Downtown Residential Districts, Market / Octavia and other large-scale projects, to Executive Park. It became apparent that the new vision for Executive Park could also address many of its long standing challenges, including tying the different phases of development in a coherent whole, and providing better ways to connect established neighborhoods with the shoreline.

The completely rewritten Subarea Plan envisions a pedestrian-oriented, mixed-use, predominately residential neighborhood. The Subarea Plan includes Proposed Street Network diagram that breaks up the large central office blocks into a fine grained block pattern more typical of San Francisco development and an Open Space diagram that includes new plaza open spaces that tie into the larger regional open space network.

The Executive Park SUD

The Executive Park SUD includes specifically tailored controls for the area. For example, Executive Park is currently characterized by suburban style office buildings and expansive parking lots; it does not have a typical residential street and block pattern. Because of this, the SUD requires developers to deliver new publicly accessible streets and open spaces as part of their developments.

Executive Park Design Guidelines

The Executive Park Design Guidelines: (1) provide an urban design framework for the entire site with specific strategies for particular portions of the site; (2) include general performance criteria for public realm improvements and include guidelines for how buildings and their streetwalls are to relate to different street typologies; (3) establish both performance criteria and specific requirements for building

modulation, activation and architectural treatment; and (4) provide general performance criteria for sustainability.

Streetscape Master Plan

Because Executive Park is comprised of more than one property owner, it was understood that a single Streetscape Plan was needed to assure a shared vision for creating the new streets and open spaces. The SSMP was not in final form when the rest of the Plan was ready for approval. As such, the Design Guidelines and the Commission’s approval Resolutions include a provision that a Streetscape Master Plan be completed prior to the first entitlement. Staff has been working with the Project Sponsors on a Streetscape Master Plan to assure there is clarity between the two property owners and the City regarding the expected improvements.

The SSMP provides specifications for the location and design of streets, curbs, elevations, street landscaping, hardscape, and furniture. It also provides designs for three plaza open spaces, one of which is expected to be further developed.

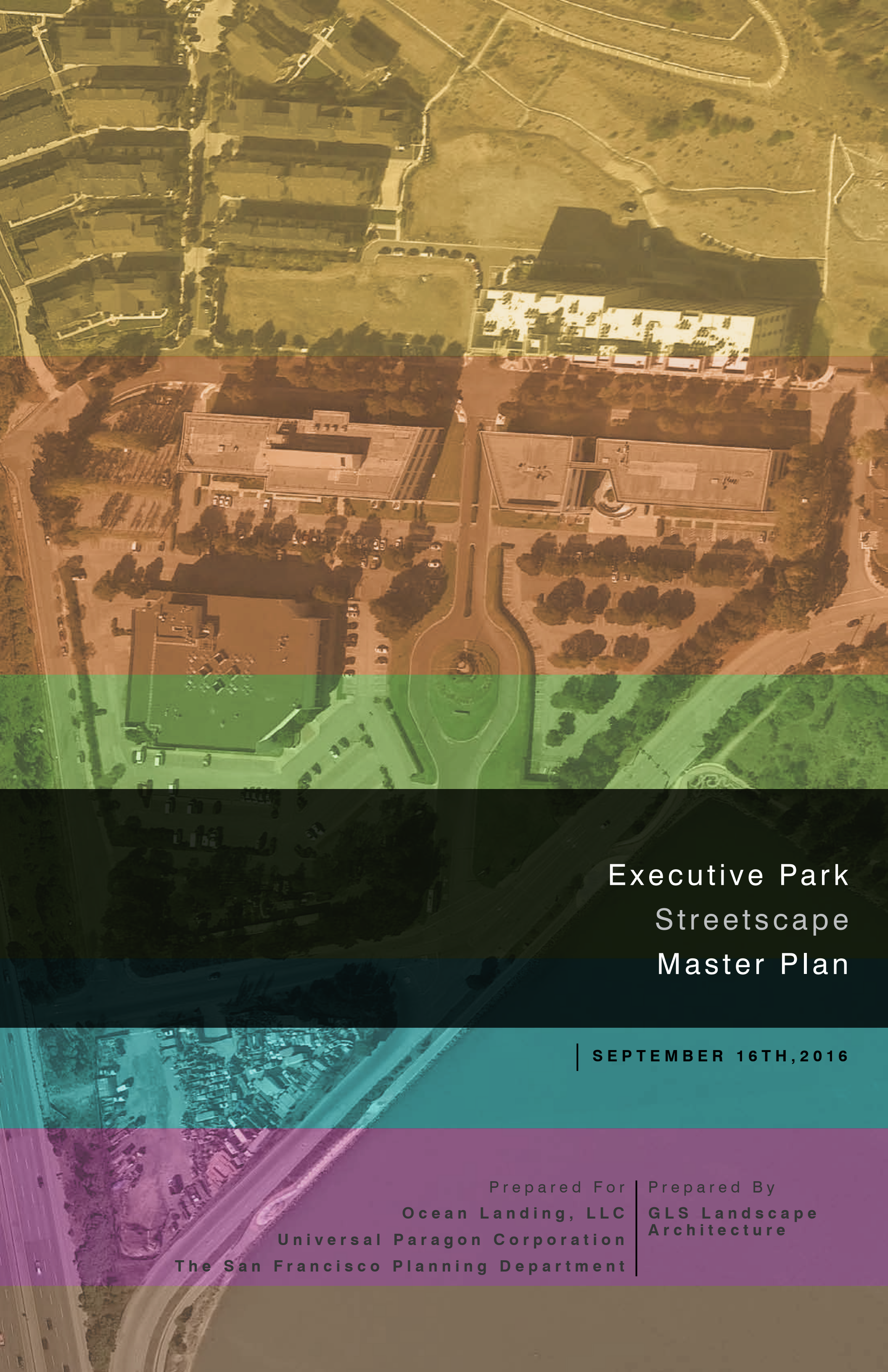
Staff believes that the SSMP meets the intent and requirements of the Executive Park SUD and Design Guidelines and will require that Street improvements be constructed to its provisions.

Staff looks forward to providing the Commission with an overview of the SSMP along with an overview of Executive Park’s history and welcome any comments or feedback.

RECOMMENDATION: Informational Only
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Attachments:

The Executive Park Streetscape Master Plan



Executive Park Streetscape Master Plan

SEPTEMBER 16TH, 2016

Prepared For
Ocean Landing, LLC
Universal Paragon Corporation
The San Francisco Planning Department

Prepared By
GLS Landscape
Architecture

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s e c t i o n 1

i n t r o d u c t i o n

background

Executive Park is located at the southern gateway of San Francisco immediately east of Highway 101 at the City's southern boundary. Originally planned and partially built out as an office park, Executive Park has been transforming into high density mixed-use predominately residential over the last 10 to 15 years. In 2011, the Planning Department in partnership with two of Executive Park's property owners amended the existing SubArea Plan for Executive Park and created specific zoning, design and land use controls for the area. Integral to the vision for Executive Park is the creation of a fully integrated public realm, including publicly accessible streets, paseos, paths, plazas and other open spaces.

purpose of the document

As part of the 2011 effort to re-envision Executive Park, the Planning Commission and Board of Supervisors adopted new zoning in the form of a Special Use District (SUD), design procedures, and a Design Guidelines document that provided more fine-grained guidance for the design of buildings, and provided general guidelines of how to layout streets, their widths and configurations specifically in relationship to the bordering uses and building frontages.

It was understood at the time that further detail would be needed for the design of streets and open space, particularly in light of the fact that the public realm's implementation would most likely be constructed by two (or more) future developers, rather than a single master developer. Future developers and Planning staff needed to refer to a single document for the design of streets and open space to ensure a cohesive aesthetic approach for Executive Park, and to provide minimal acceptable improvements for each of the Area's streets and open spaces.

plan area description and site ownership

Executive Park (Plan Area) is a 16 acre site located along the eastern edge of Highway 101, between the hilltop Bayview Park to the north and the San Francisco Bay to the south.

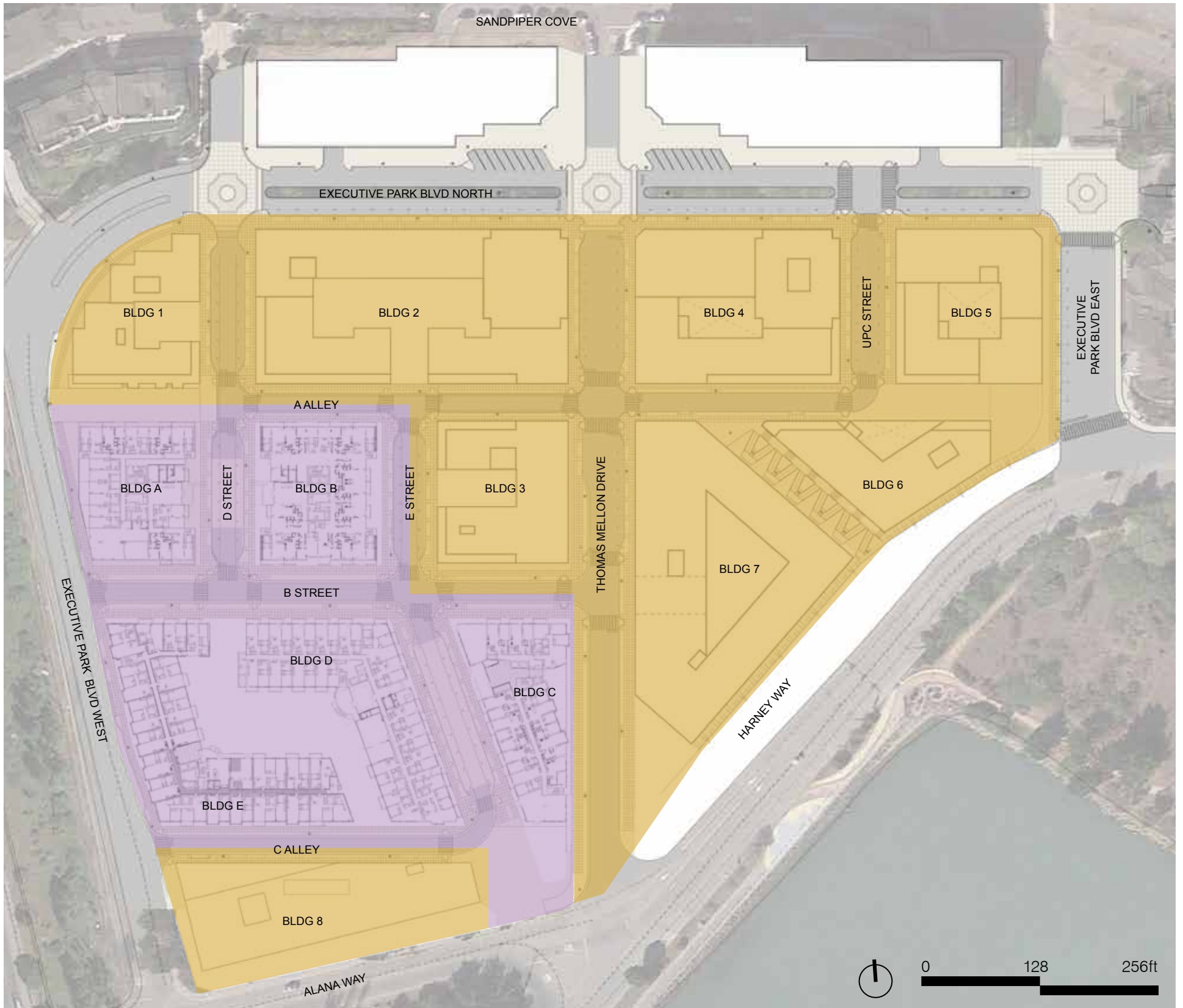


figure 1: Phasing Plan

Phase I - Ocean Landing, LLC

Phase II - Universal Paragon Corporation

Candlestick Point and the former Candlestick Park is to the east. The Plan Area is generally bounded by Executive Park Boulevard North, Executive Park Boulevard East, Executive Park Boulevard West, and Harney Way. The Plan Area is currently an office park with generous surface parking. There is housing to the north and east of the site. The Executive Park site is divided into two smaller parcels, one owned by Ocean Landing, and one owned by Universal Paragon Corporation as shown in Figure 1.

Improvements on Harvey Way are being designed by OCII + MTA. Linework represented is neither final nor formally approved. Improvements are not part of this project's scope and are provided for reference only.

Maintenance of private streets will be provided through an agreement with master HOA and the CCRS.

how to use this document

The Street Design and Open Space chapters of this Plan are intended to complement the urban

design and zoning elements laid out in the Executive Park Subarea Plan, Special Use District, Executive Park Design Guidelines and San Francisco Better Streets Plan. These documents should be referred to for further guidance relating to accessibility, transportation, sustainability and stormwater management that are not featured in this Streetscape Master Plan. This Plan provides general location of the proposed street centerlines, curblines, property-lines and intersection configurations. General requirements for laying out street trees, street lights, paving, and other landscaping are also contained in this document. However, it is understood that minor modifications to the location of such features could change through further design and engineering refinement and through the review of other City Agencies.

The included drawings for the open spaces at Harney / Thomas Mellon (p. 47) and A Alley / Executive Park West (p. 48) are expected designs for these plazas; final designs should include the elements and programming for each, through specific details could change through further design and engineering refinement. However, the design for the open space at A Alley and Harney is provided as conceptual placeholder. Further work will occur on the design when the entitlement for the adjacent two buildings are submitted.

This Streetscape Master Plan document is required to be included by reference in the Conditions of Approval of each respective entitlement application for vertical development within the Executive Park SUD.

It should be noted that most building footprints are graphically depicted here to provide context and are meant to be consistent with Design Guidelines, however shall not be interpreted as approved building conditions.

urban design framework

The overall vision for the Executive Park Subarea Plan is for a vibrant, residential community including neighborhood serving retail, and Public and Private Open Spaces. New Open Spaces will be created at the intersection of Thomas Mellon Dr. and Alana Way, at the western terminus of the future Alley A, at the eastern terminus of the future A Alley, and at mid-block passages between Buildings 6 & 7 and Buildings D & E in an effort to improve the linkages from Little Hollywood and Bayview Hill through Executive Park to the Bay.

land use

The revitalization and regeneration of the Executive Park neighborhood supports an active mix made up of residential and retail uses to support community's needs; an influx of new residential activity to provide "eyes on the street" and bring new life to the area; and a range of open spaces and community places to bring the entire community together.

street and block pattern

The intent of this Streetscape Master Plan along with the Executive Park Subarea Plan, and the Executive Park Special Use District is to create a connected, vibrant, high-density urban neighborhood.

In completing the new neighborhood, the layout of blocks and streets are intended to meet the following general performance criteria:

- Reflect fine-grained block pattern typical of San Francisco.
- Generally, new blocks should be no larger than a typical San Francisco 200-foot by 600-foot block.
- Smaller blocks are encouraged. Larger blocks should provide publicly accessible pedestrian paths through the block.
- Assure all rights-of-way whether publicly or privately held and maintained be publicly accessible at all times.
- Provide multiple options for travel through the new streets for those coming from the west of Highway 101 to the Bay shoreline and the Candlestick Point State Recreation Area.
- Sidewalk minimum widths, setbacks, and streetwall heights should follow the specifications as described in the Design Guidelines.
- Anticipate future improvements to Harney Way and Alana Way.
- Align new streets through the subject parcels with those recently completed as part of the Candlestick Cove and Top Vision developments.
- Anticipate adjustments to the existing property lines including vacation of a portion of Thomas Mellon Circle to create regular street corners, enabling Thomas Mellon to meet Harney at a right angle.

NOTE: It is understood that the exact alignments of Thomas Mellon and Harney Way are not yet finalized. Therefore plan drawings of these streets should not be interpreted as controlling requirements.

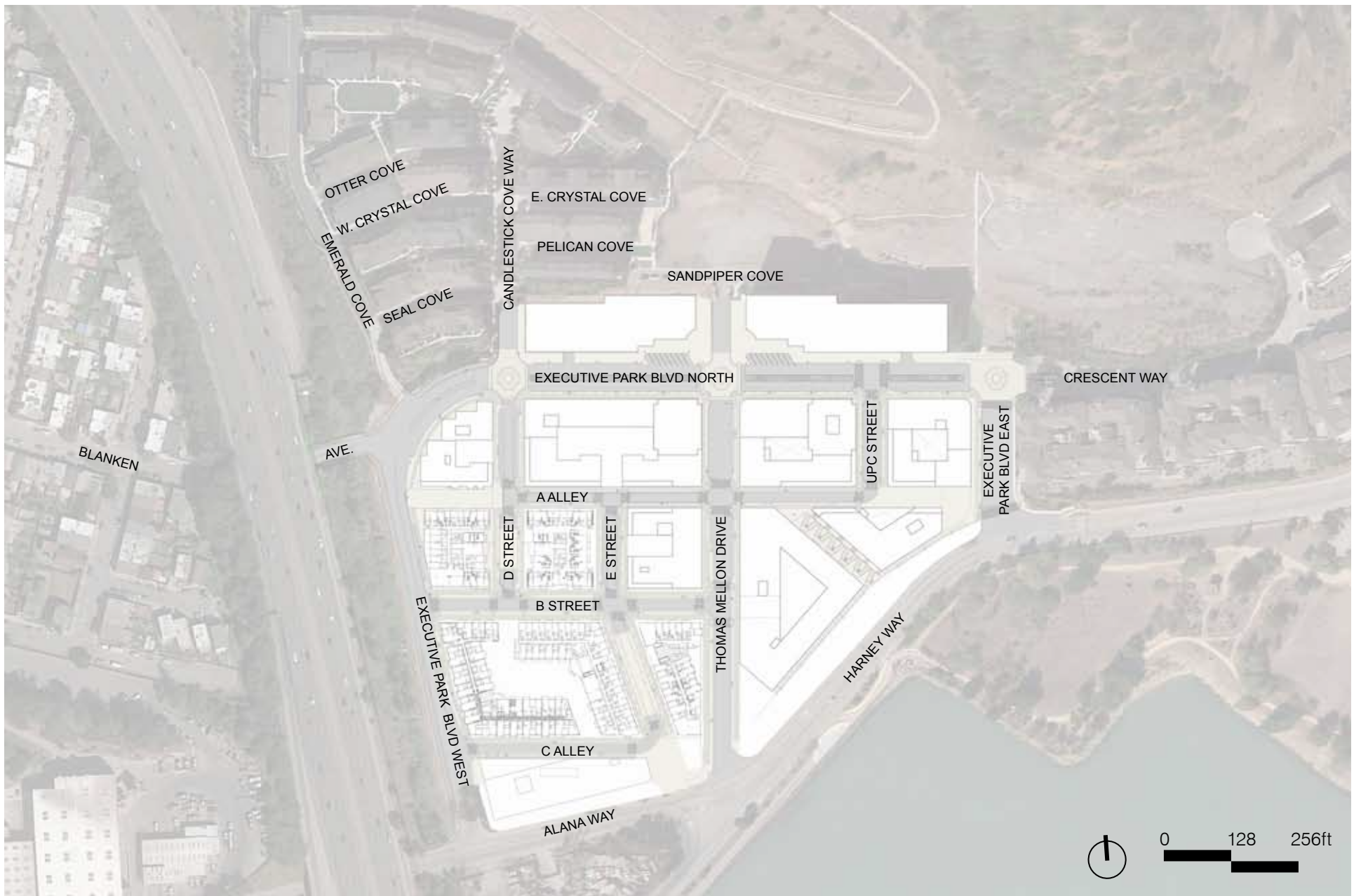


figure 2: Proposed Street Network

transportation and circulation

The aim of the plan is to connect the new development to the surrounding neighborhoods and to encourage walking and use of public transit as the primary travel mode for neighborhood residents and visitors. Aided by the Streetscape Master Plan, the revised street grid system will be designed and constructed to safely accommodate pedestrians, bicyclists and vehicles, as well as meet anticipated vehicular traffic and parking needs. Intersections within the project site shall be 4-way stop controlled.

The Streetscape Master Plan is a guide for the Executive Park Subarea Plan developers to link the new developments cohesively and physically with the planned pedestrian improvements. Pedestrian paths through large development blocks provide shorter paths of travel and break up the massing of new buildings. The new streets and pedestrian paths incorporate a variety of streetscape design elements, including consistent planting of street trees and other landscape material, pedestrian-scaled lighting and street furniture, similar to those already incorporated into the neighboring Signature and Top Vision Streetscape improvements.

It should be noted that the proposed Harney Geneva Bus Rapid Transit (BRT) and regional bike facilities studied by the required Executive Park Subarea Plan transportation study will not be implemented solely by the developer, but coordinated by the City and in cooperation with other nearby developers and regional partners.

For portions Executive Park that interface with Harney and Alana, final street circulation and traffic control may be determined at a later date.



figure 3: Pedestrian Network and Public Open Space

- Existing Public Open Space
- Phase I - Ocean Landing
- Phase II - Universal Paragon Corporation

public open space

The plan establishes an open space system in the Executive Park Subarea that will augment the resources available to residents and visitors already in place. Local existing open space resources include the adjacent Candlestick Point State Recreation Area and Bayview Hill Park.

The City's "Green Connections" Plan identifies a green connection route from Harney through Executive Park onto Blanken through Little Hollywood and McLaren Park beyond. Besides providing the plazas, and pocket parks, and helping strengthen the regional open space network, all new developments within the Executive Park Subarea will contribute to the Visitacion Valley Community Facilities and Infrastructure Fund pursuant to Planning Code Sec. 419, et seq. The purpose of the fee is to pay for specific improvements for the new development, including active recreational spaces, pedestrian and streetscape improvements, and other facilities and services.

accessibility

As shown in Figure 5, there are topography changes in the Plan Area that need to be accommodated in the public-realm designs. The high point of the Plan Area is at the intersection of Executive Park Boulevard North and Executive Park Boulevard East at the northeast corner of the site. The low point of the Plan Area is at the intersection of Thomas Mellon Drive and Harney Way. With the exception of Executive Park Boulevard East which slopes at 11%, all streets within the Plan Area are accessible with slopes less than 8.33%.

Sidewalks and ramps in all public open spaces shall be provided at accessible slopes.

site topography and views

The Plan Area's topography slopes up from the Bay shoreline more than 35' to its northern edge, providing sweeping views of the Bay and shoreline reaching far distances to the south and east. Recognizing the importance of these views, the street grid and network of open spaces are arranged to provide visual and pedestrian connections from hilltop open spaces to the north down to the Bay and shoreline to the south. In particular, Thomas Mellon Drive, and Executive Park Boulevard East provide strong view opportunities south to the Bay and Brisbane Baylands. The eastern termination of A Alley features a public open space with view opportunity across Harney Way to shoreline open space and the Bay beyond. These connections are intended to augment the resources available to residents and visitors already in place. Local existing open space resources include nearby Candlestick Point State Recreation Area to the south, and Executive Park Hillside Open Space and Bayview Park to the north.

community gateways

The current condition of the Plan Area lacks mixed-use residential neighborhood characteristics. The existing Blanken Avenue tunnel under Highway 101 provides the only connection for automobiles and pedestrians between the Plan Area and Little Hollywood /Vistacion Valley to the west. The Streetscape Master Plan seeks to enhance connectivity to the streets and open spaces with the surrounding neighborhoods, hillside open spaces, and the Bay. Pedestrians coming from the west will be welcomed to the Plan Area by an open space at the western termination of A Alley serving as an accessible pedestrian gateway into the site. From the south, a network of new attractive streets provide access into the Plan Area alongside two accessible public open spaces. This carefully planned network of streets and open spaces will offer multiple routes and view corridors through the site.

section 2

street concept / typologies

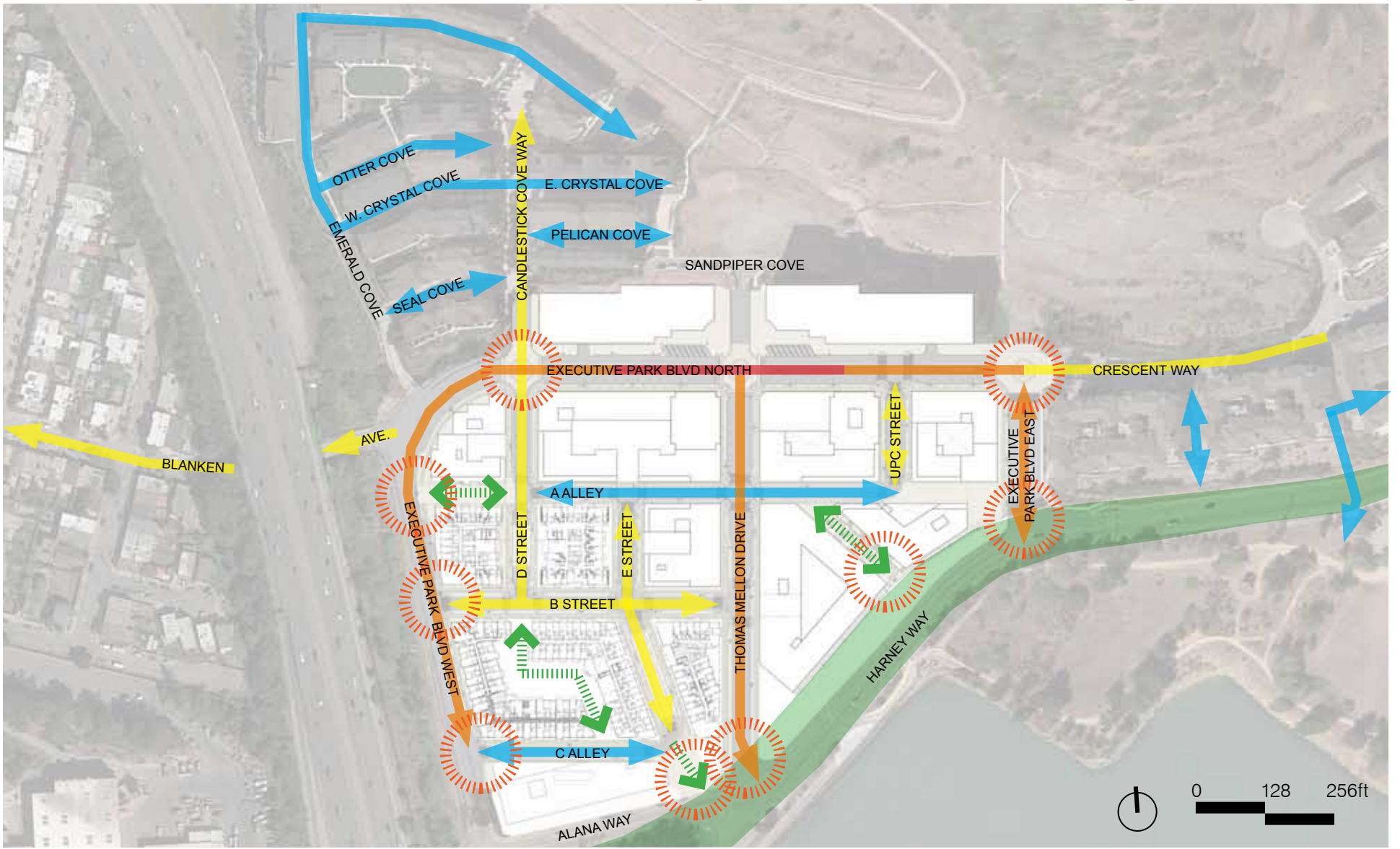
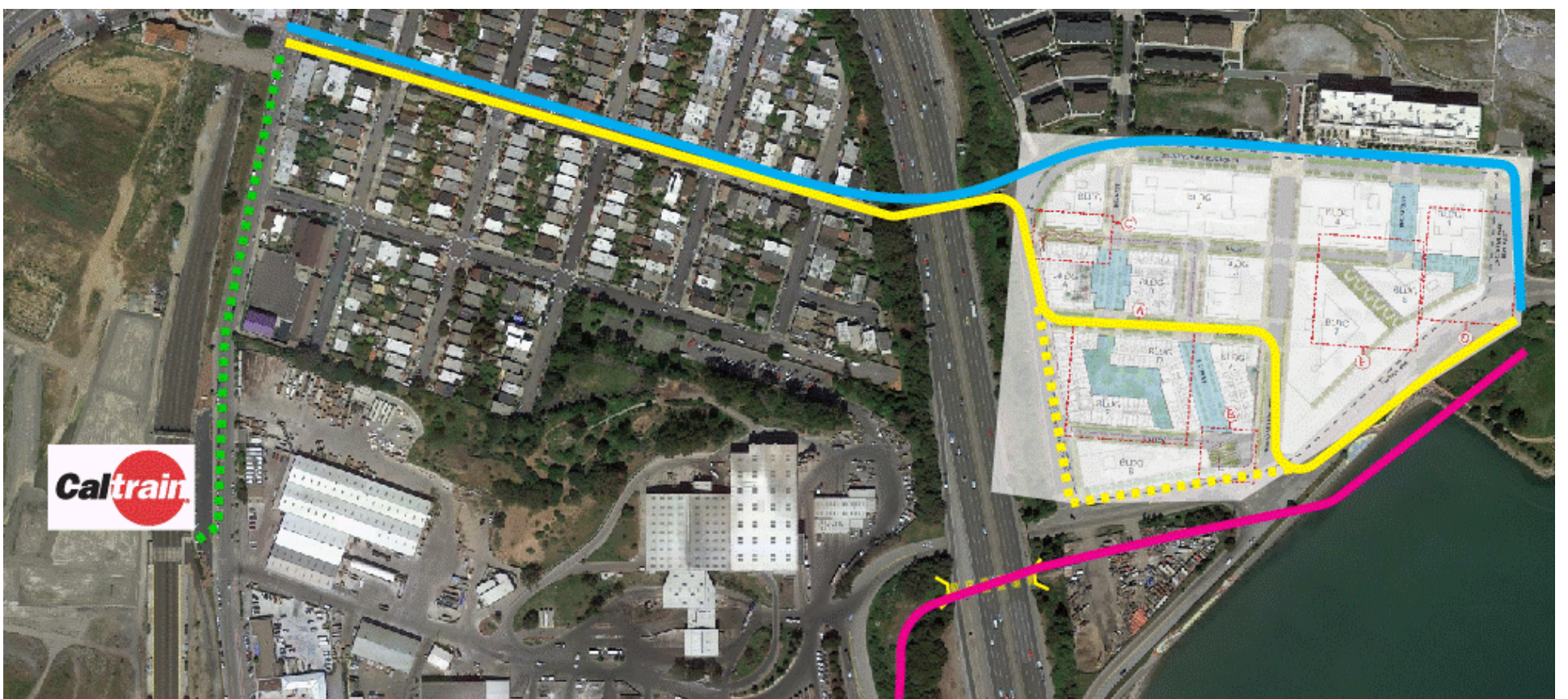
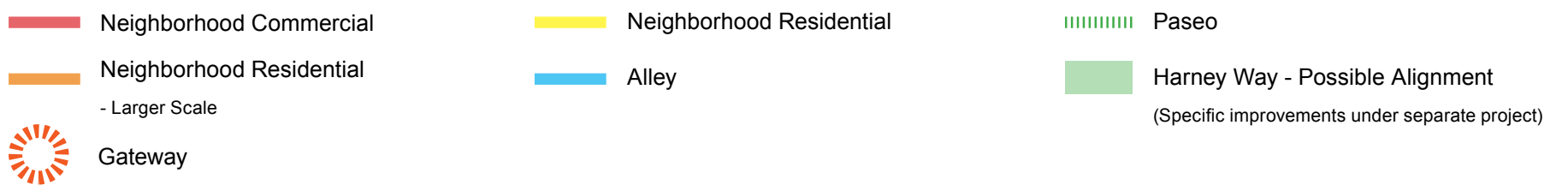


figure 4: Proposed Circulation Network

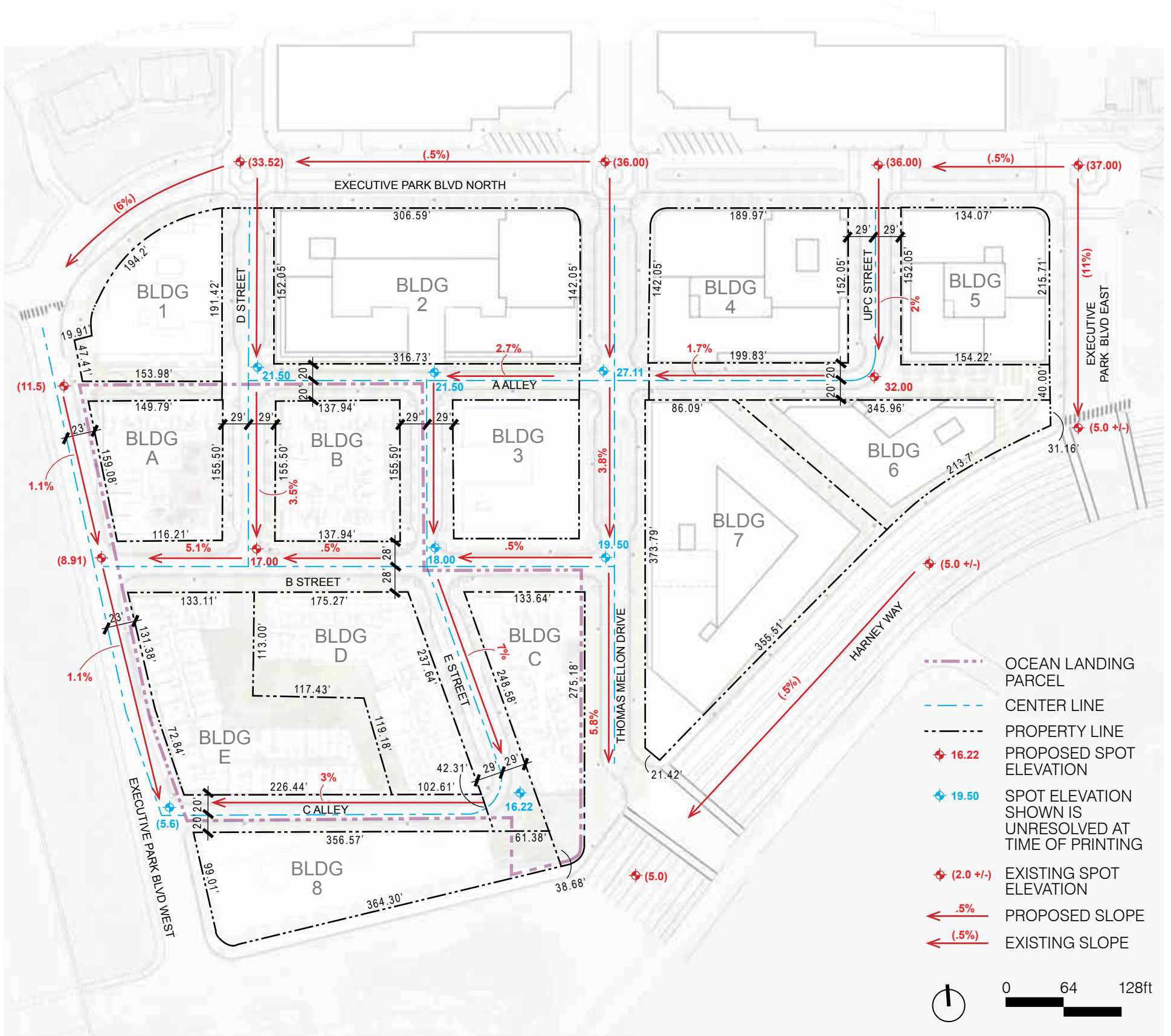


Possible Bike Route Options Map

*Note: City provided bike route alternatives



figure 5: control plan diagram



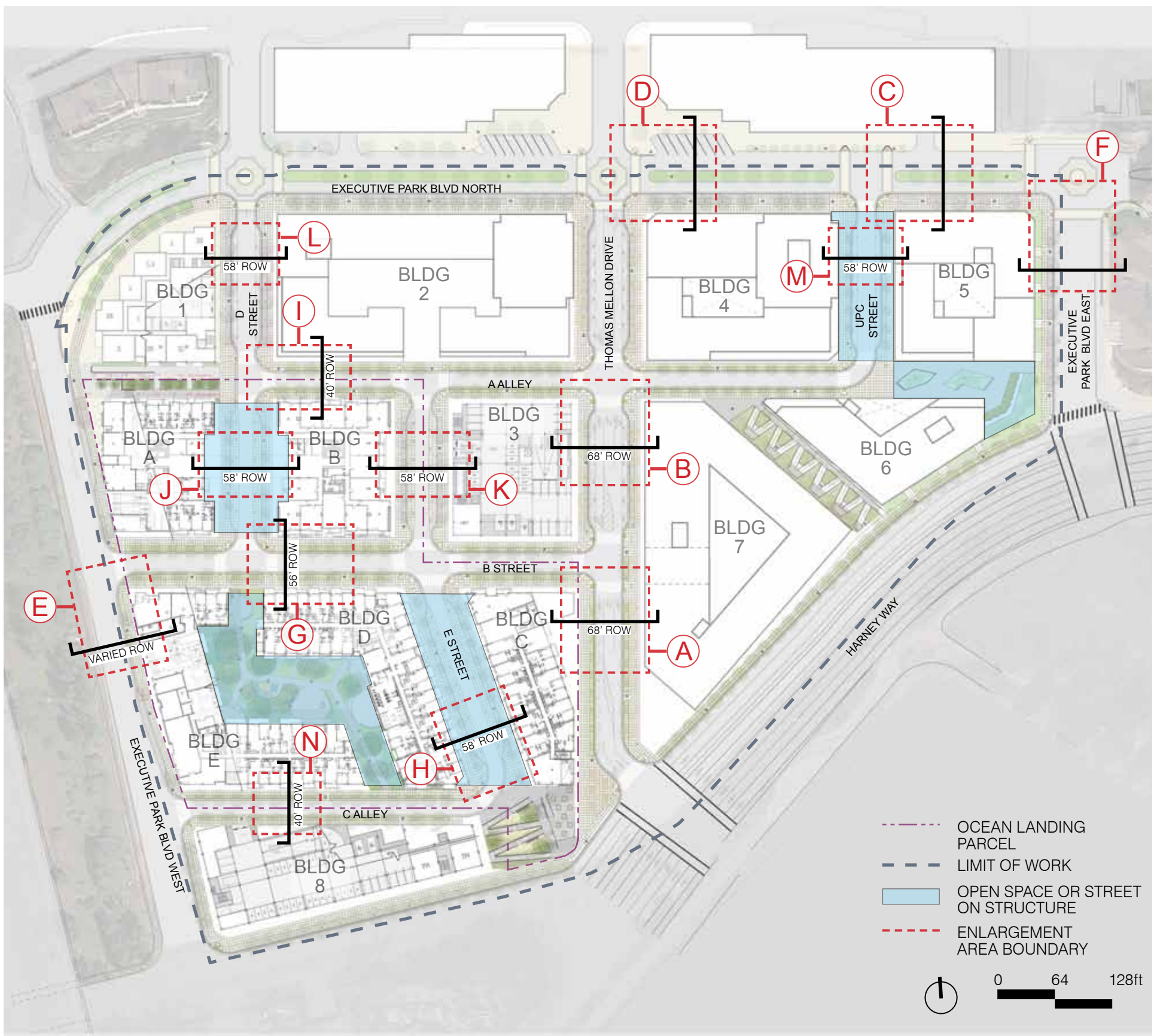
Both civil engineers working within the project area are using the same historical San Francisco datum information, and it cannot be determined if the Harney Way improvements are using the same datum.

*Improvements on Harney Way are in-progress and being designed by OCII and MTA. Linework represented is neither final nor formally approved. Improvements are not part of this project's scope and are provided for reference only.

section 3

street design

figure 6: key plan - streets





KEY PLAN

figure 7: plan A: Thomas Mellon Circle (south end)

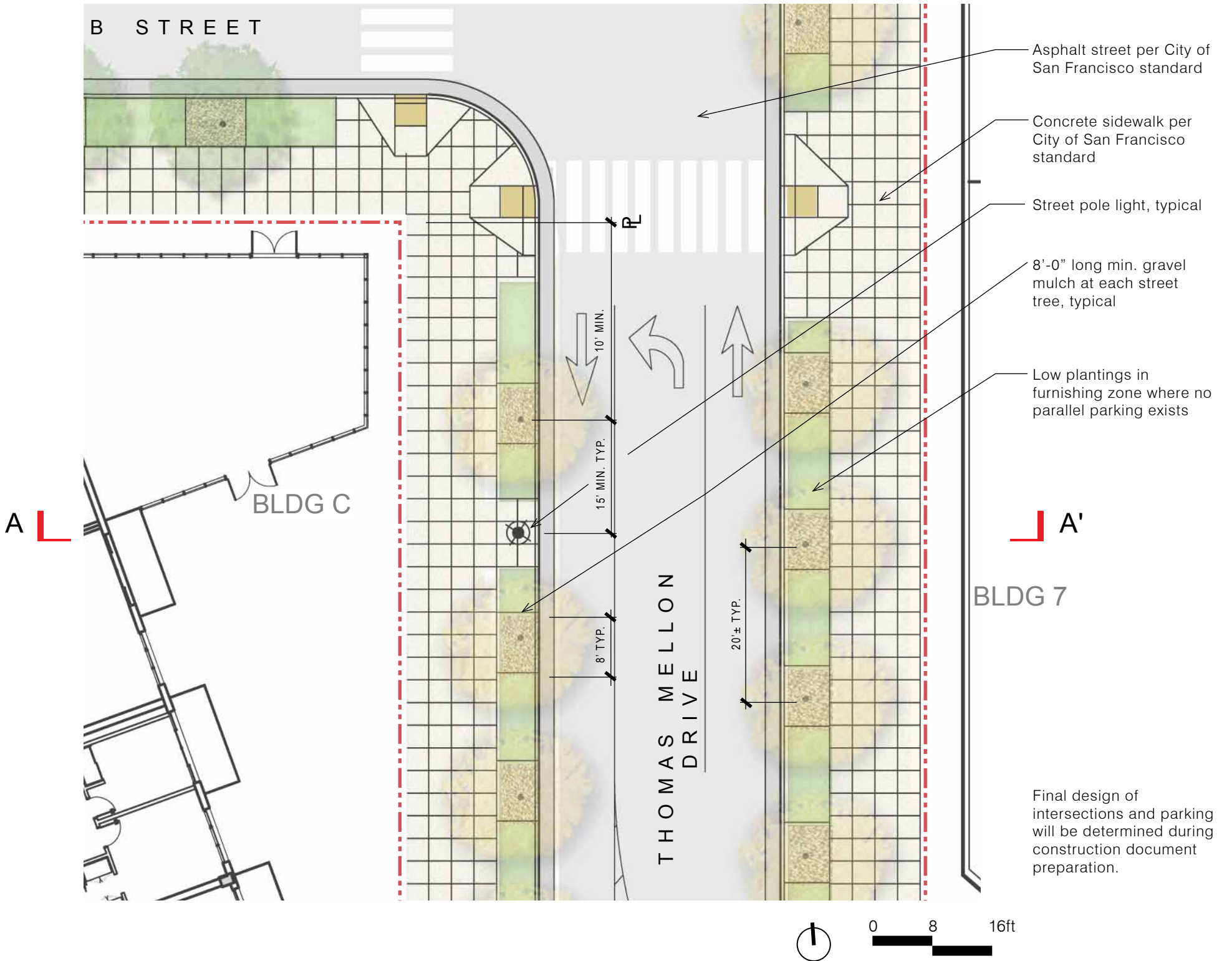
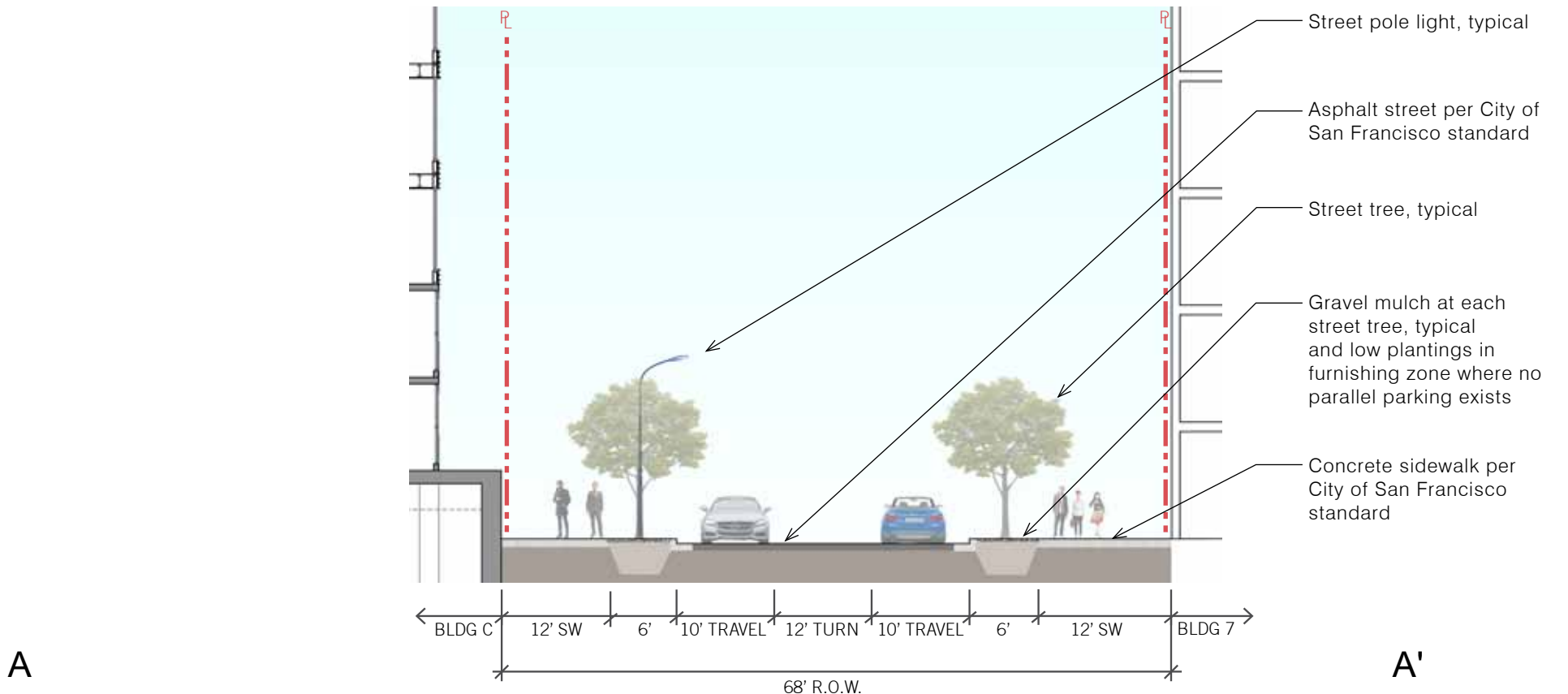


figure 8: section A: Thomas Mellon Circle (south end)





KEY PLAN

figure 9: plan B: Thomas Mellon Circle (north end)

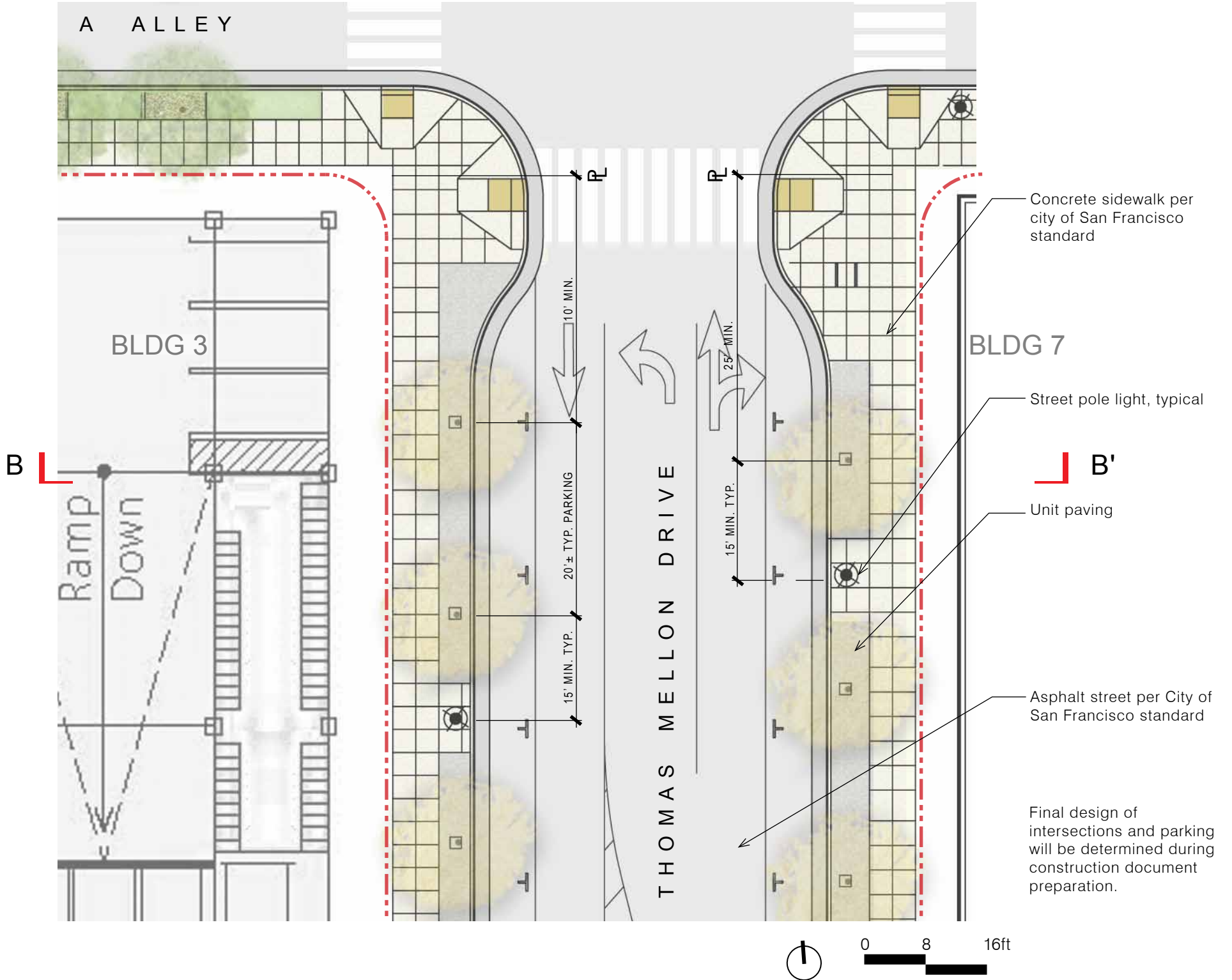
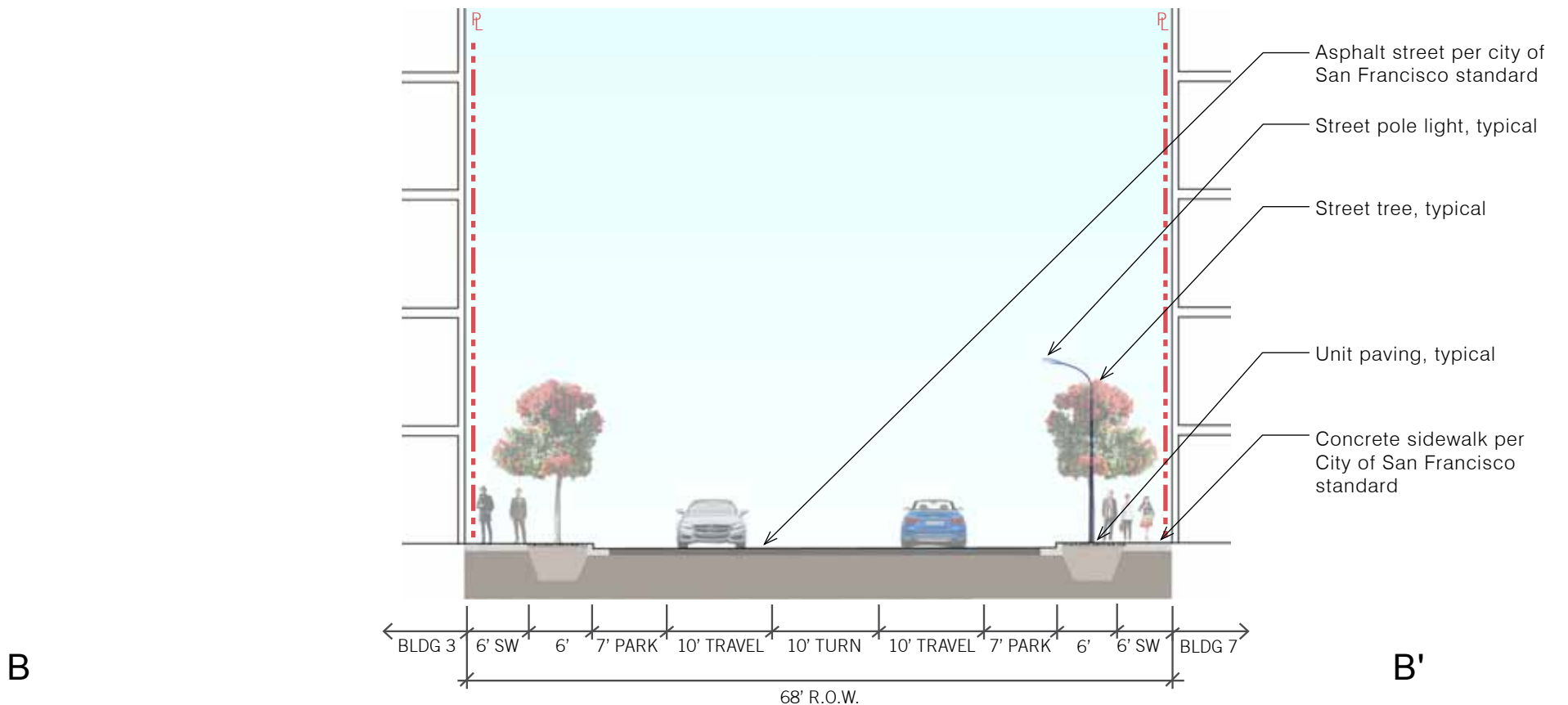


figure 10: section B: Thomas Mellon Circle (north end)





KEY PLAN

figure 11: plan C: Executive Park Blvd North (residential)

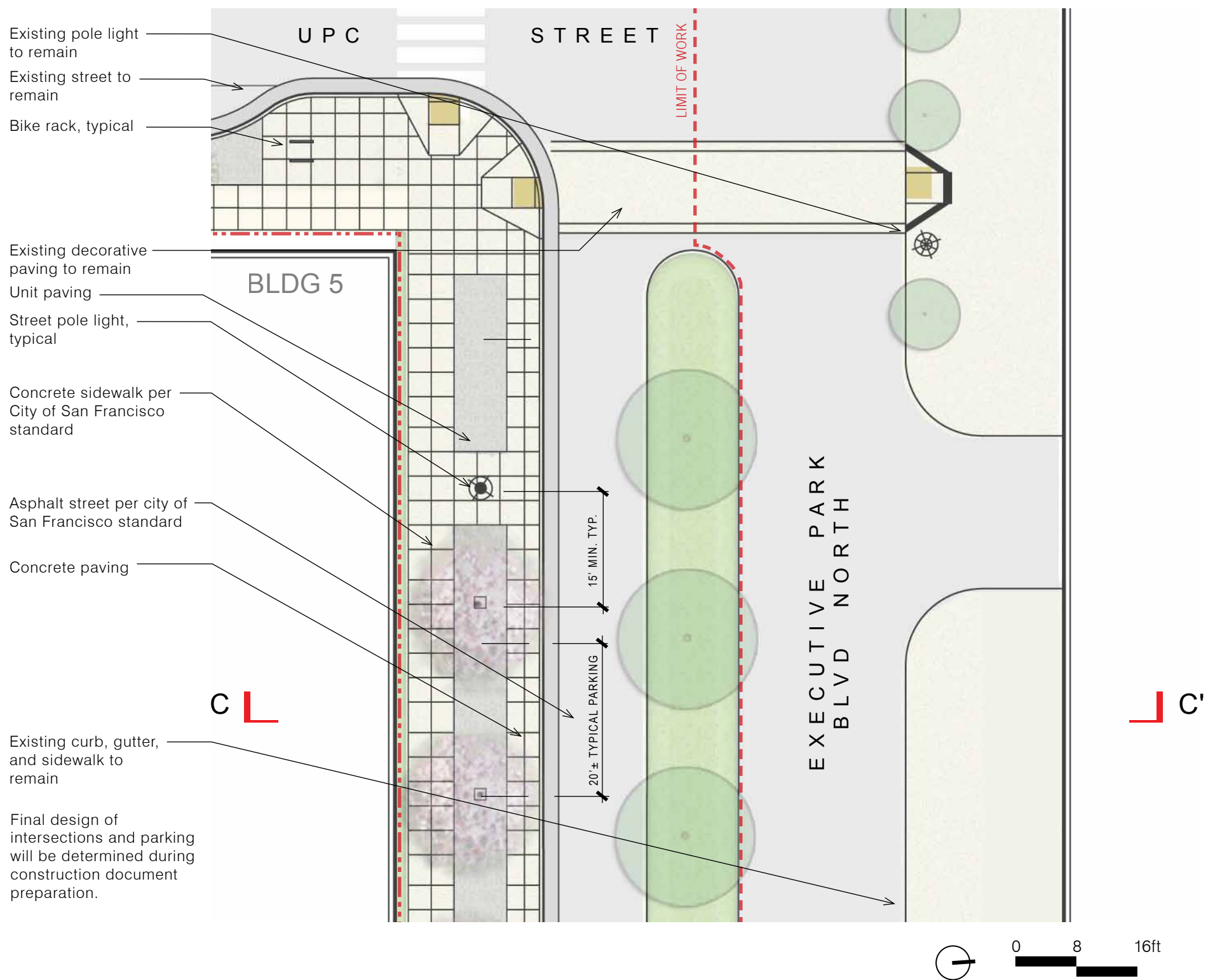
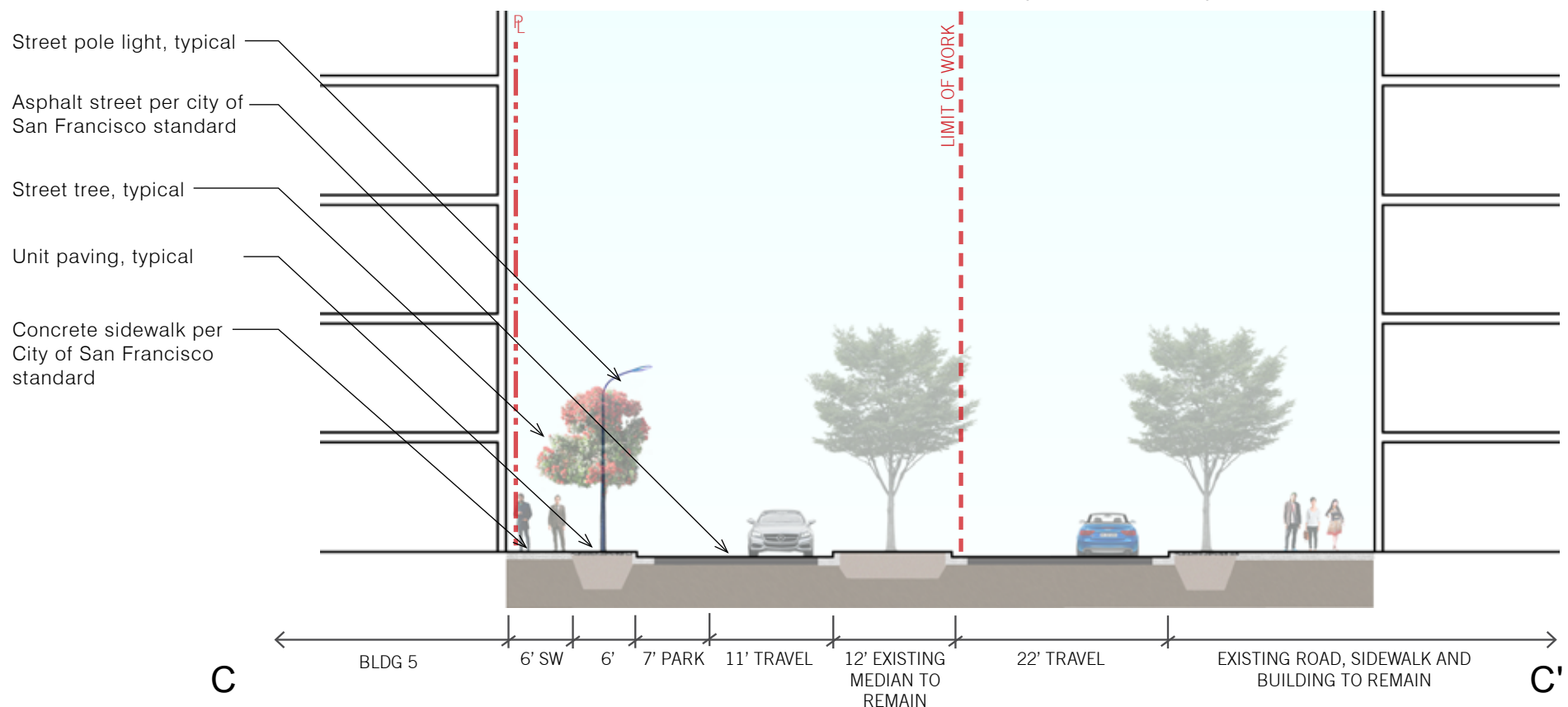


figure 12: section C: Executive Park Blvd North (residential)





KEY PLAN

figure 13: plan D: Executive Park Blvd North (commercial)

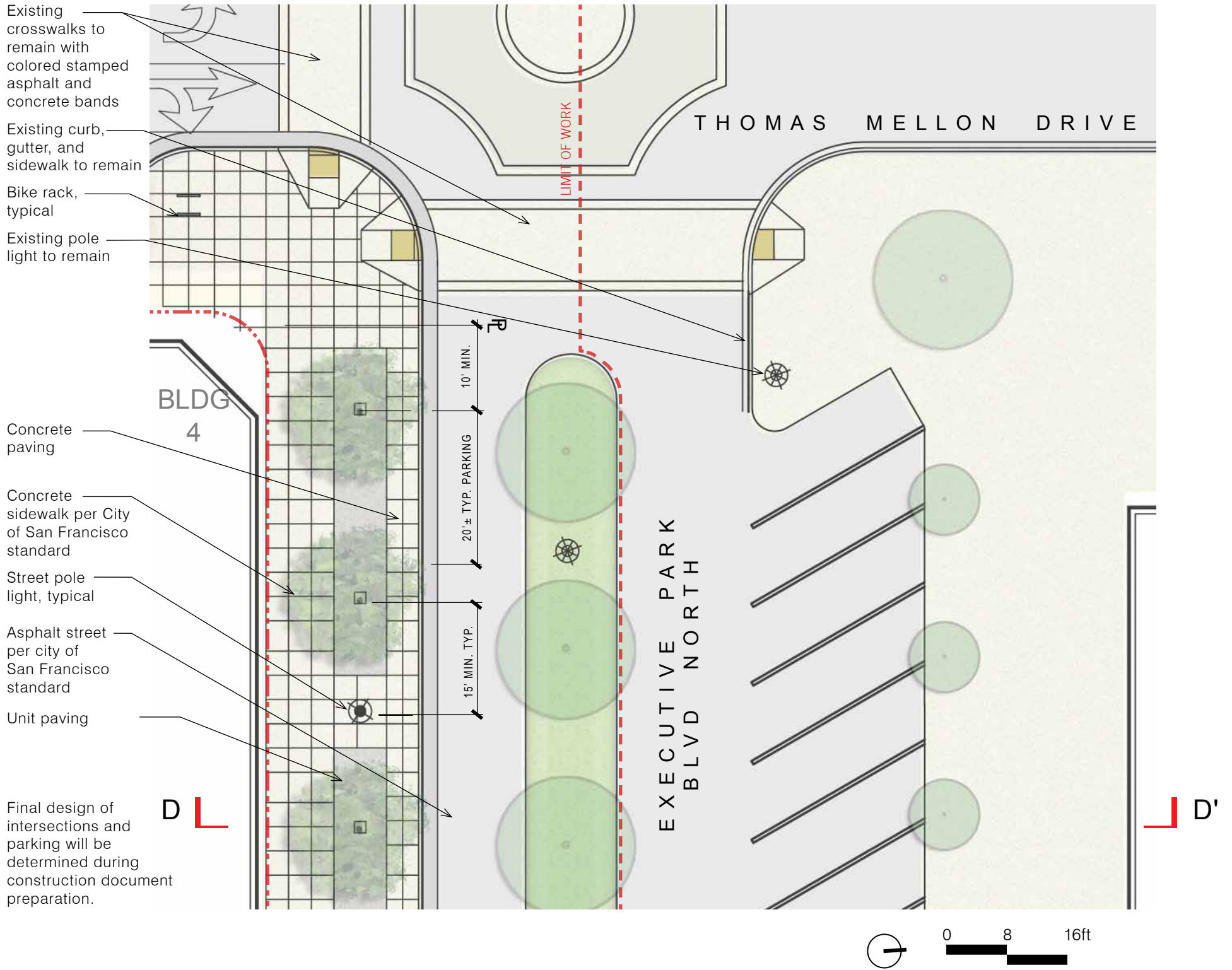
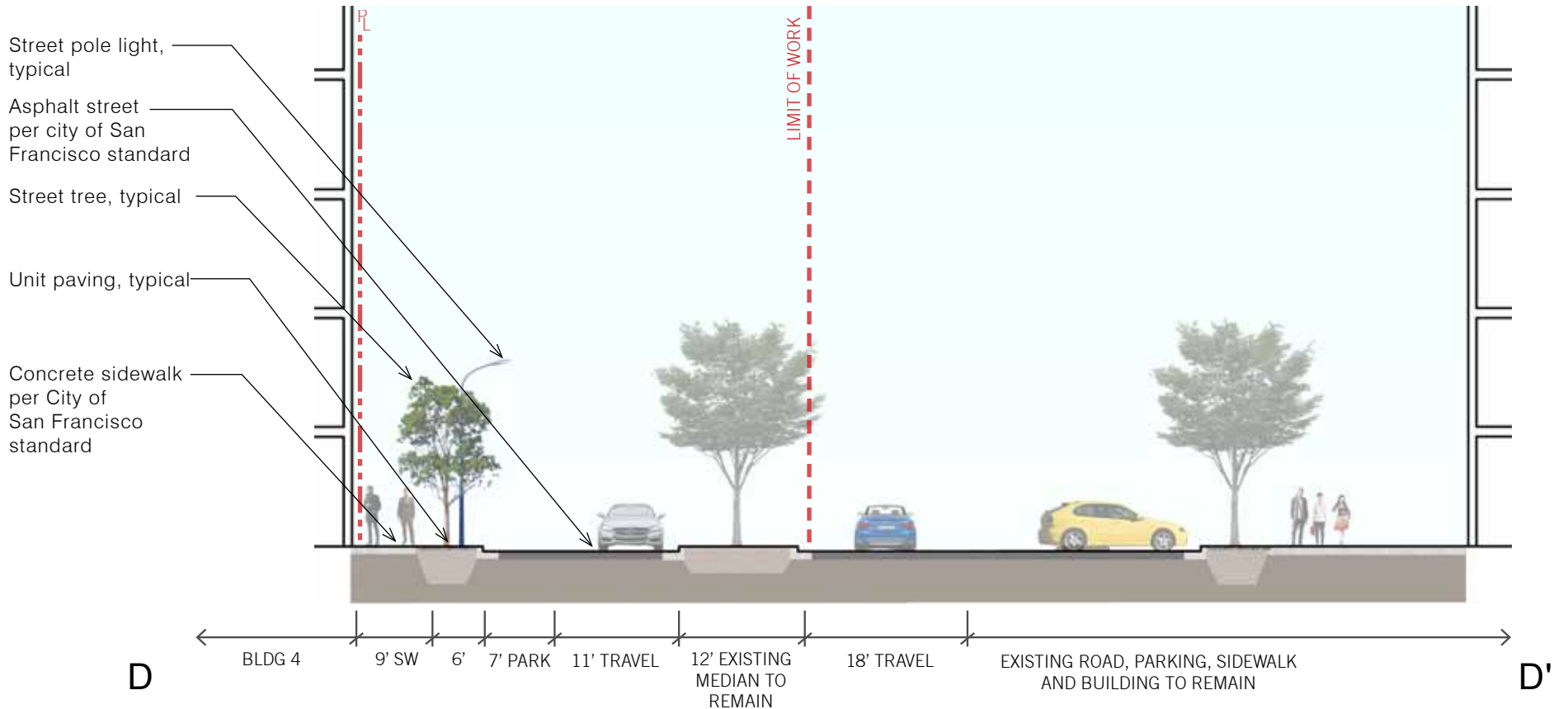


figure 14: section D: Executive Park Blvd North (commercial)





KEY PLAN

figure 15: plan E: Executive Park Blvd West

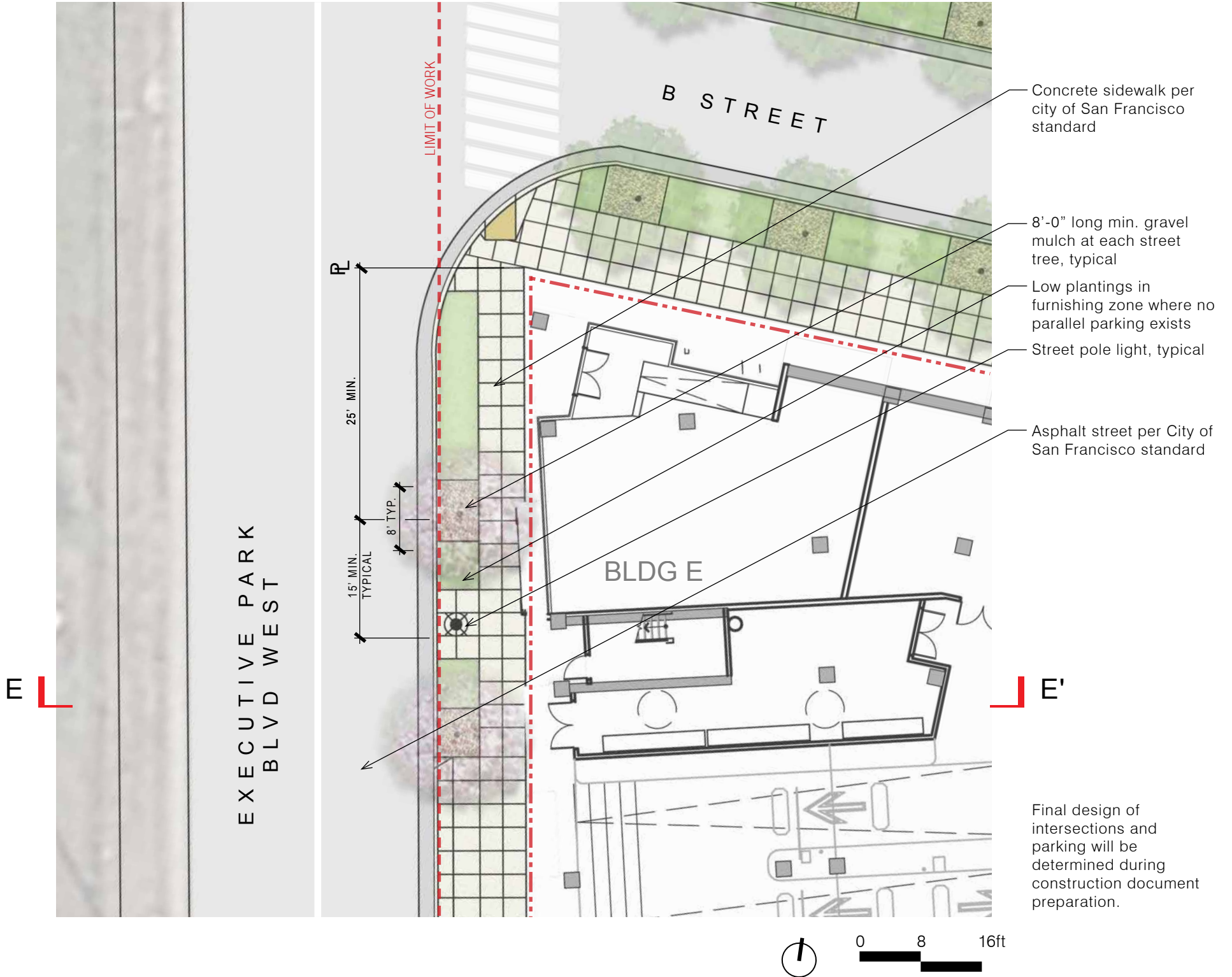
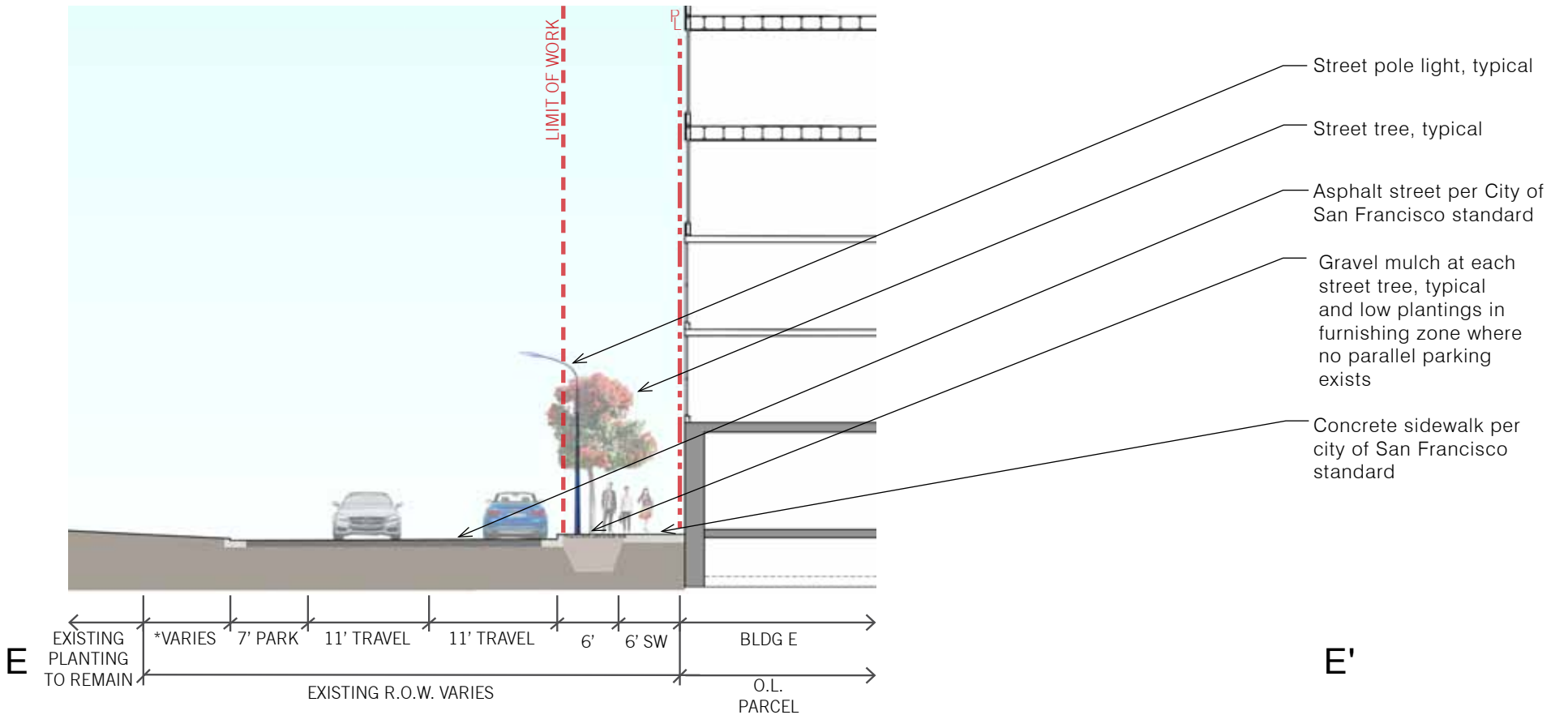


figure 16: section E: Executive Park Blvd West





KEY PLAN

figure 17: plan F: Executive Park Blvd East

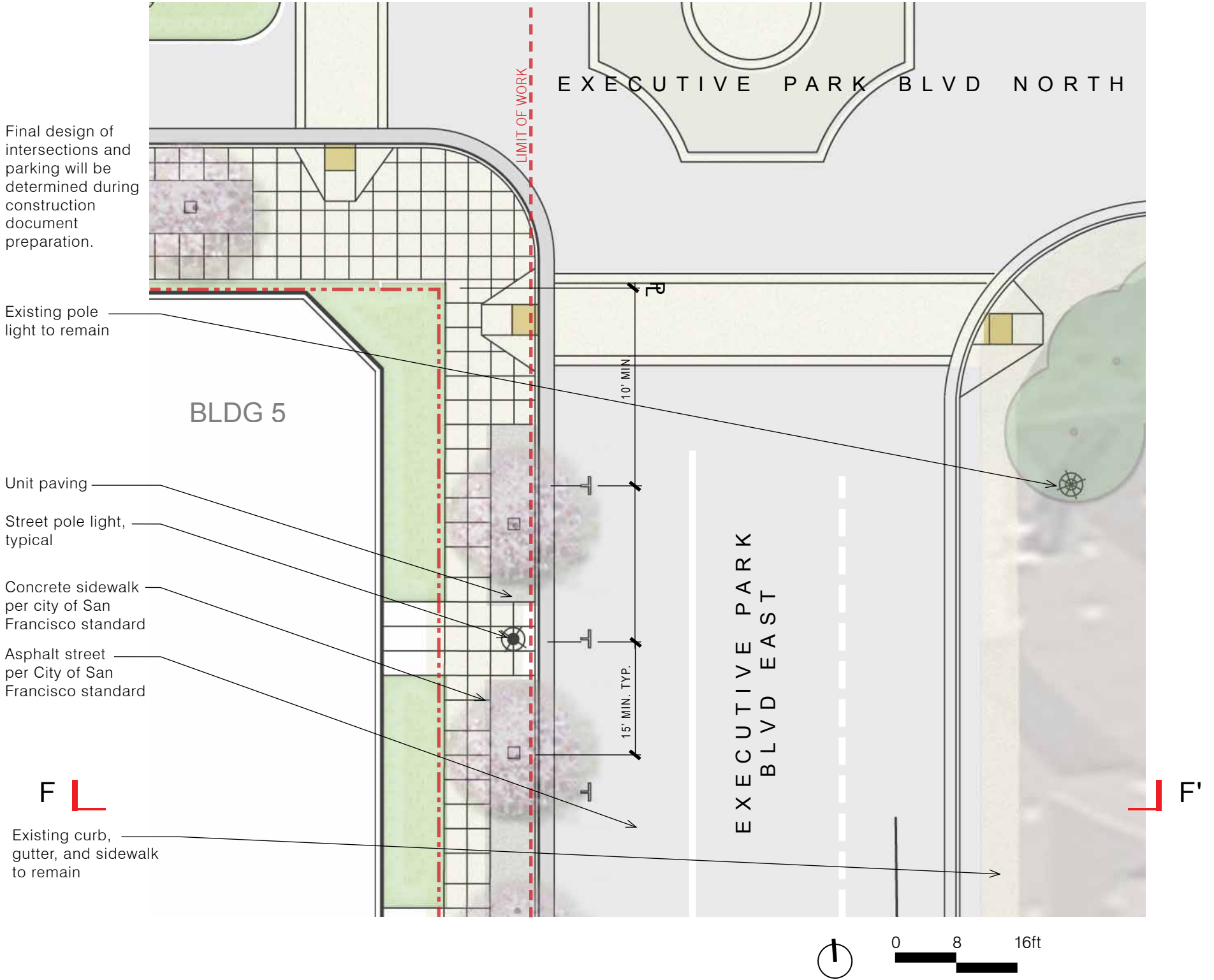
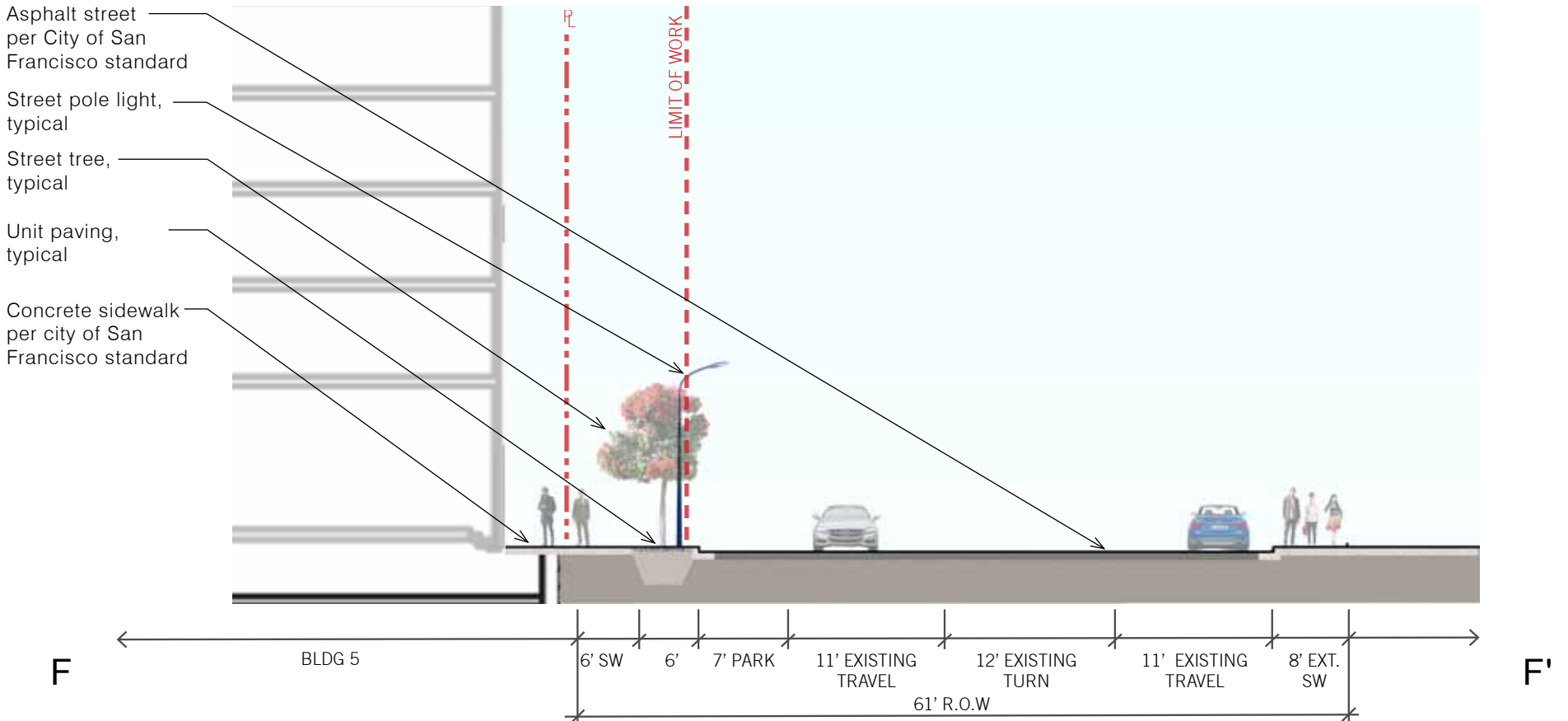


figure 18: section F: Executive Park Blvd East





KEY PLAN

figure 19: plan G: B Street

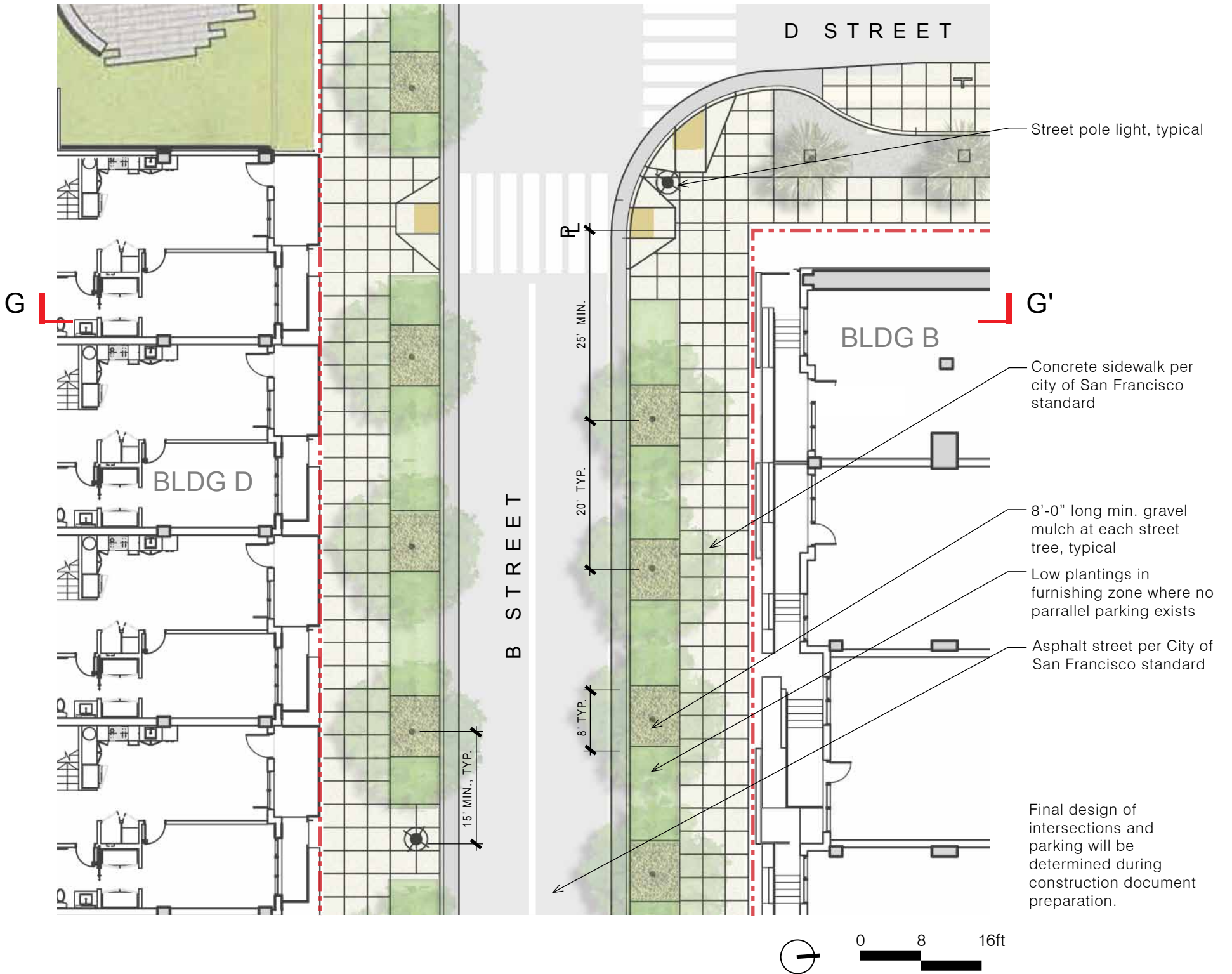
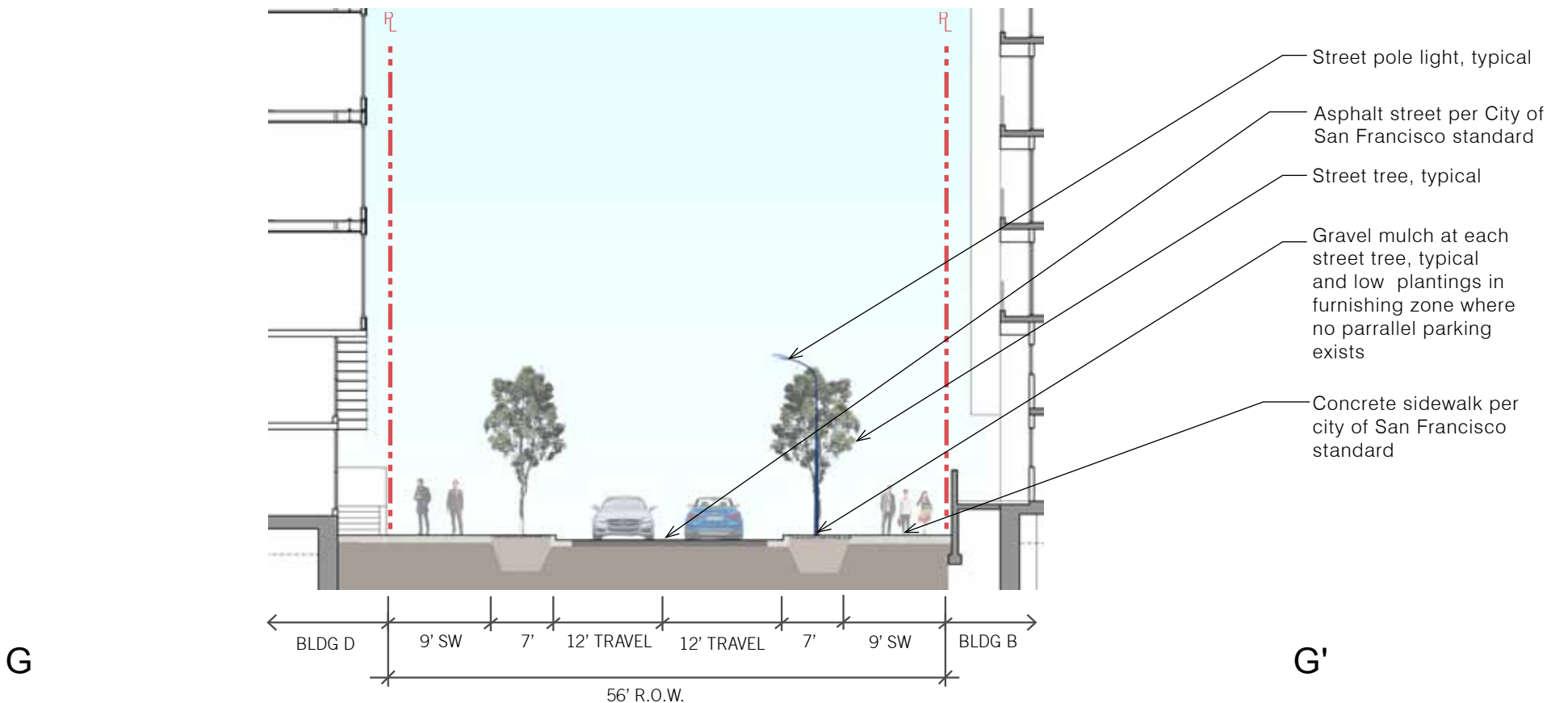


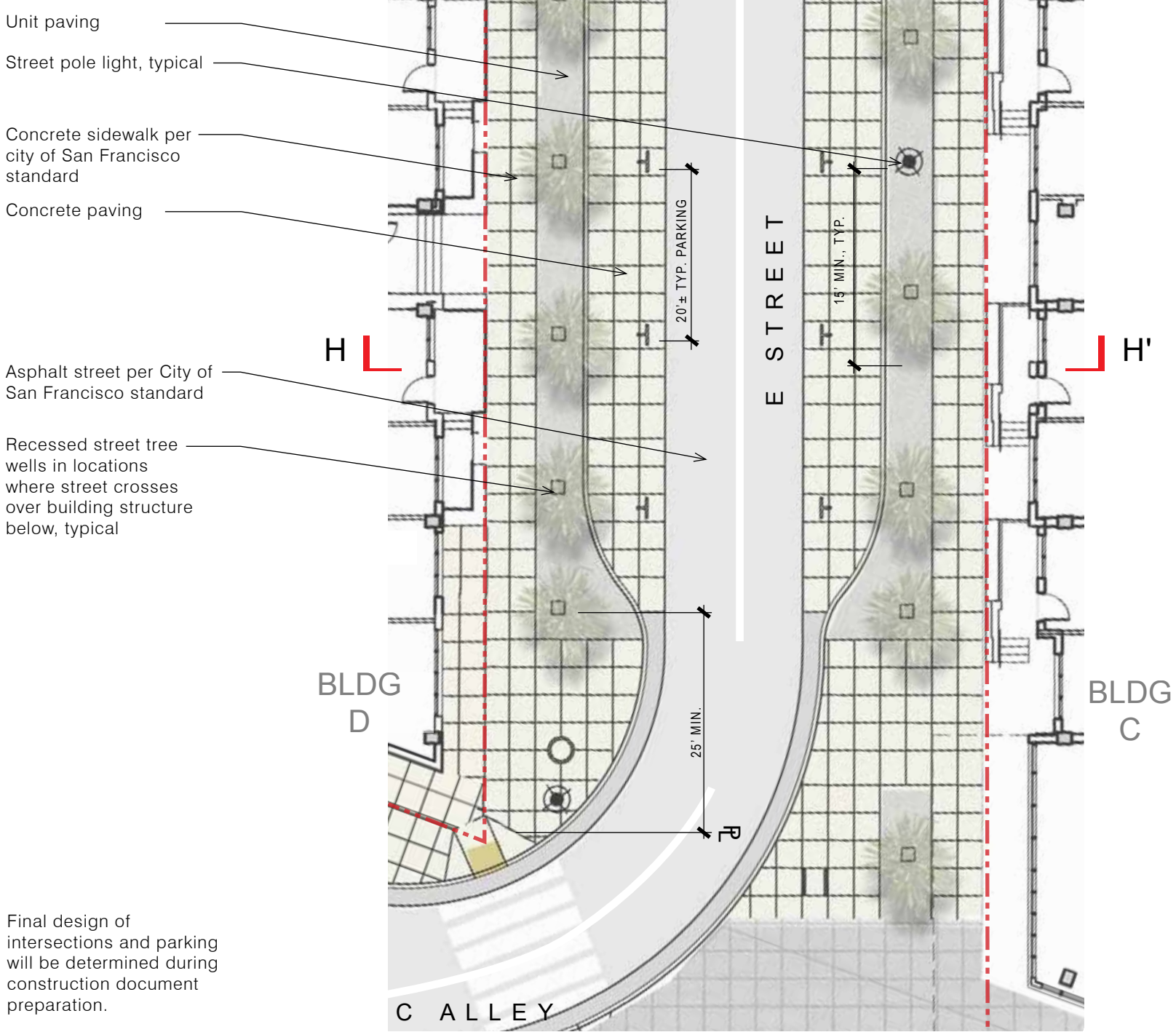
figure 20: section G: B Street





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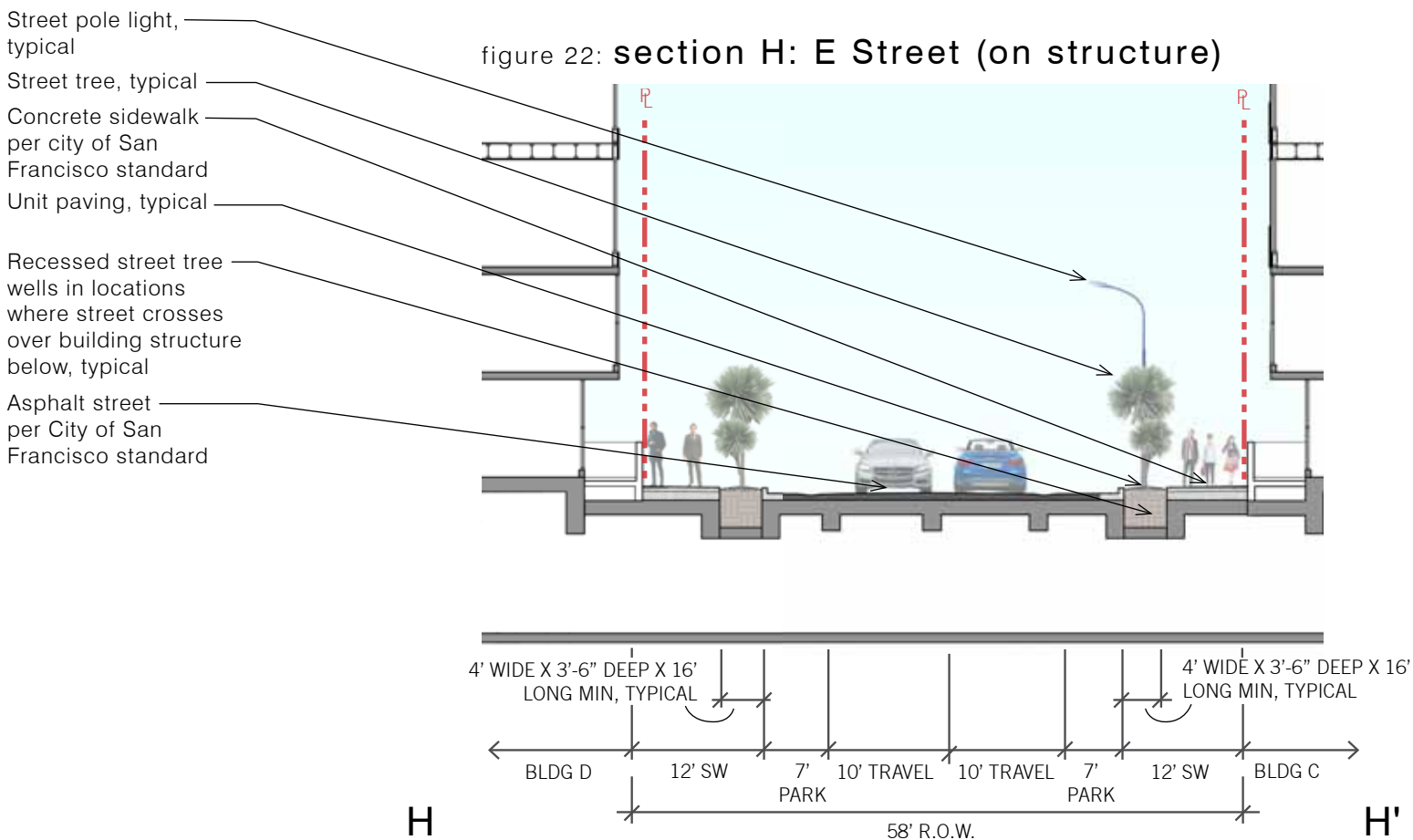
figure 21: plan H: E Street (on structure)



Final design of intersections and parking will be determined during construction document preparation.



figure 22: section H: E Street (on structure)





KEY PLAN

figure 23: plan I: A Alley

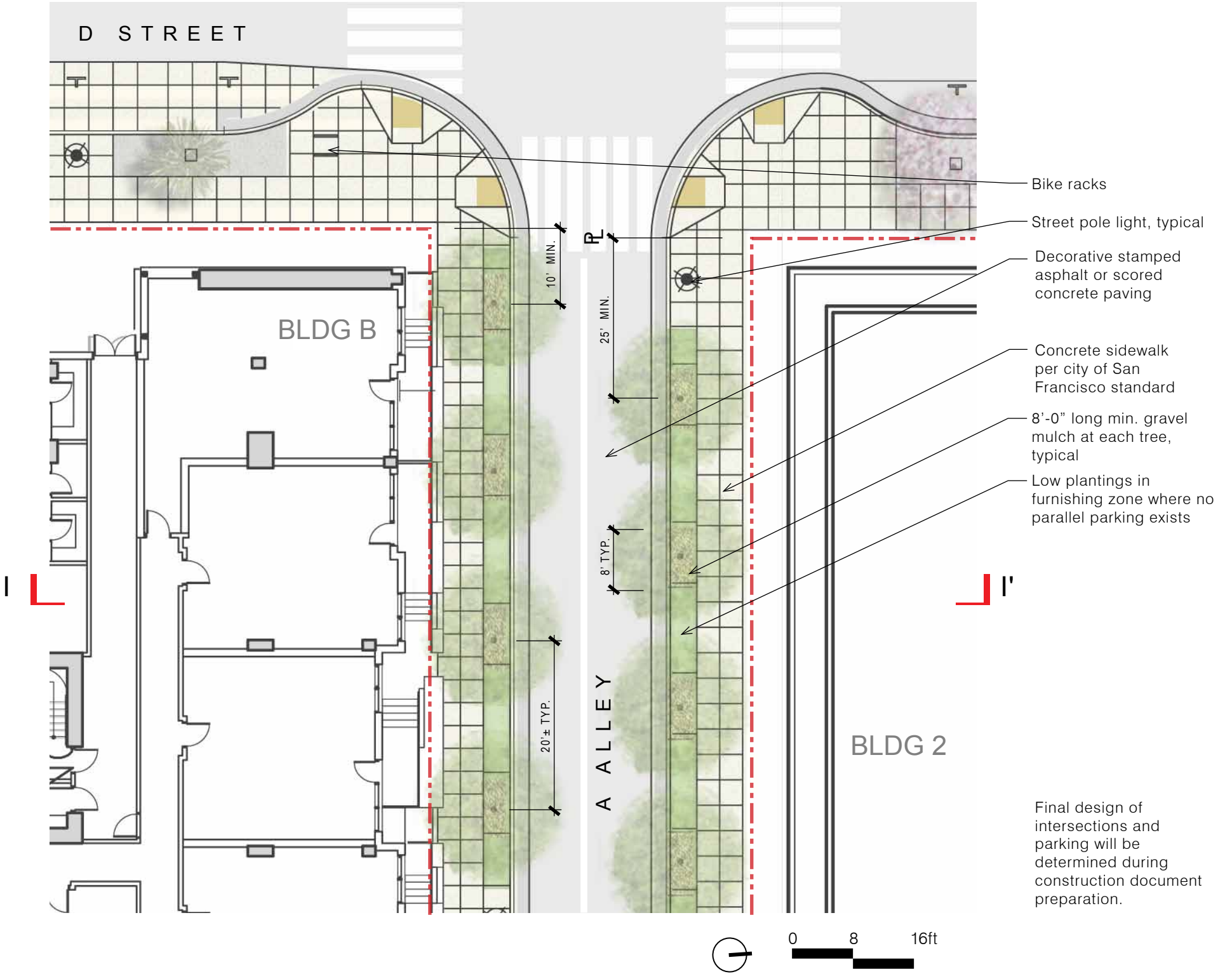
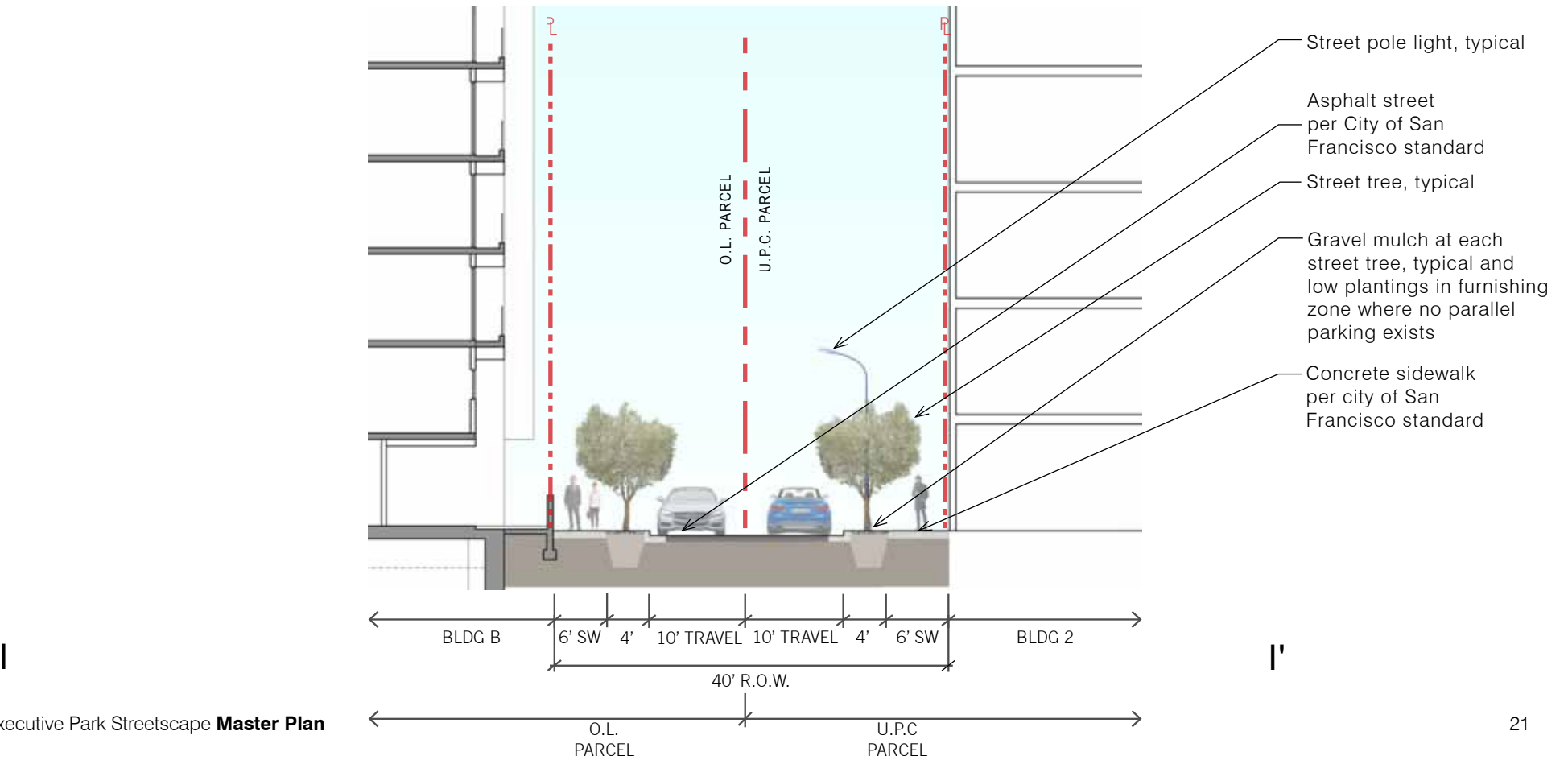


figure 24: section I: A Alley





KEY PLAN

figure 25: plan J: D Street (on structure)

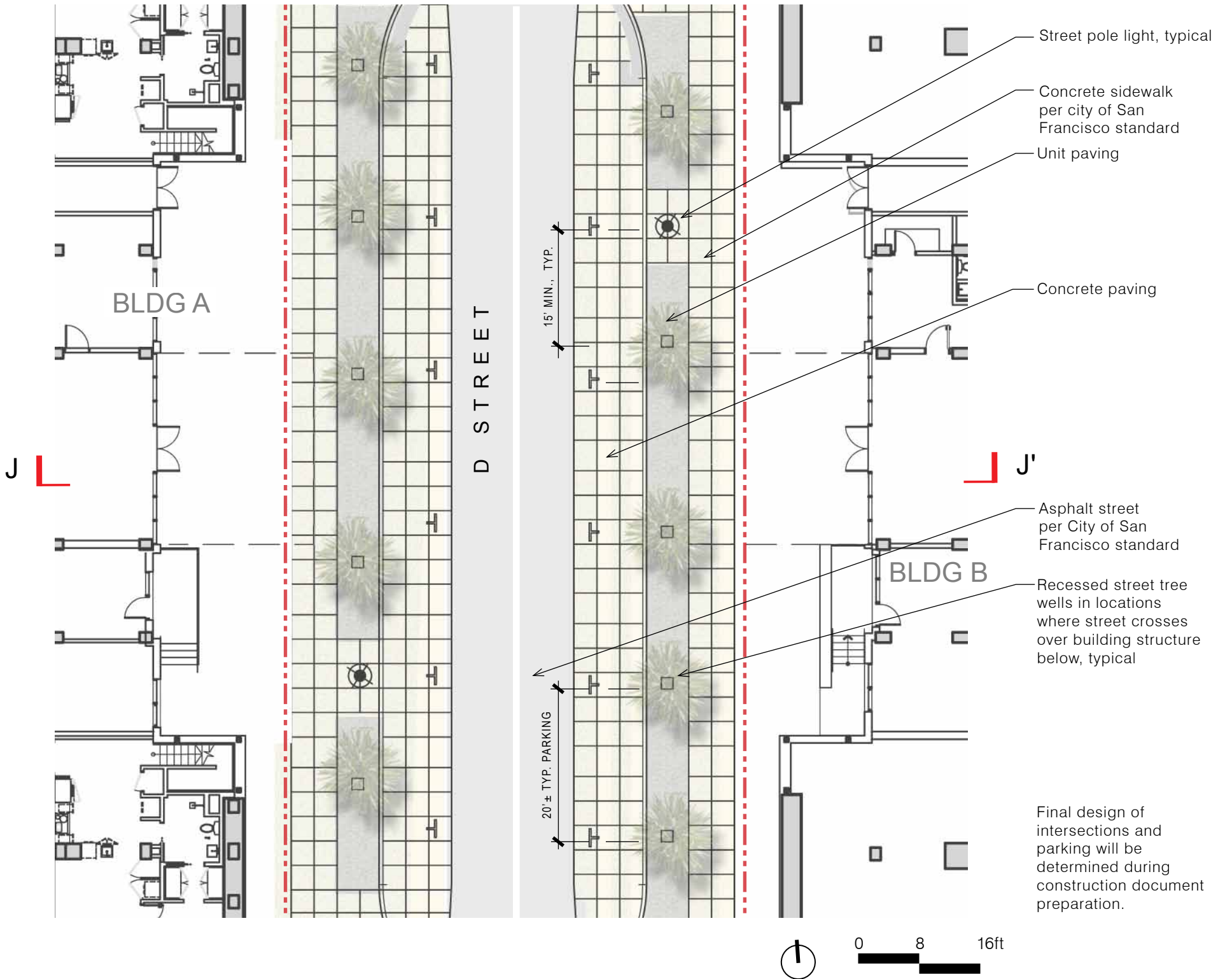
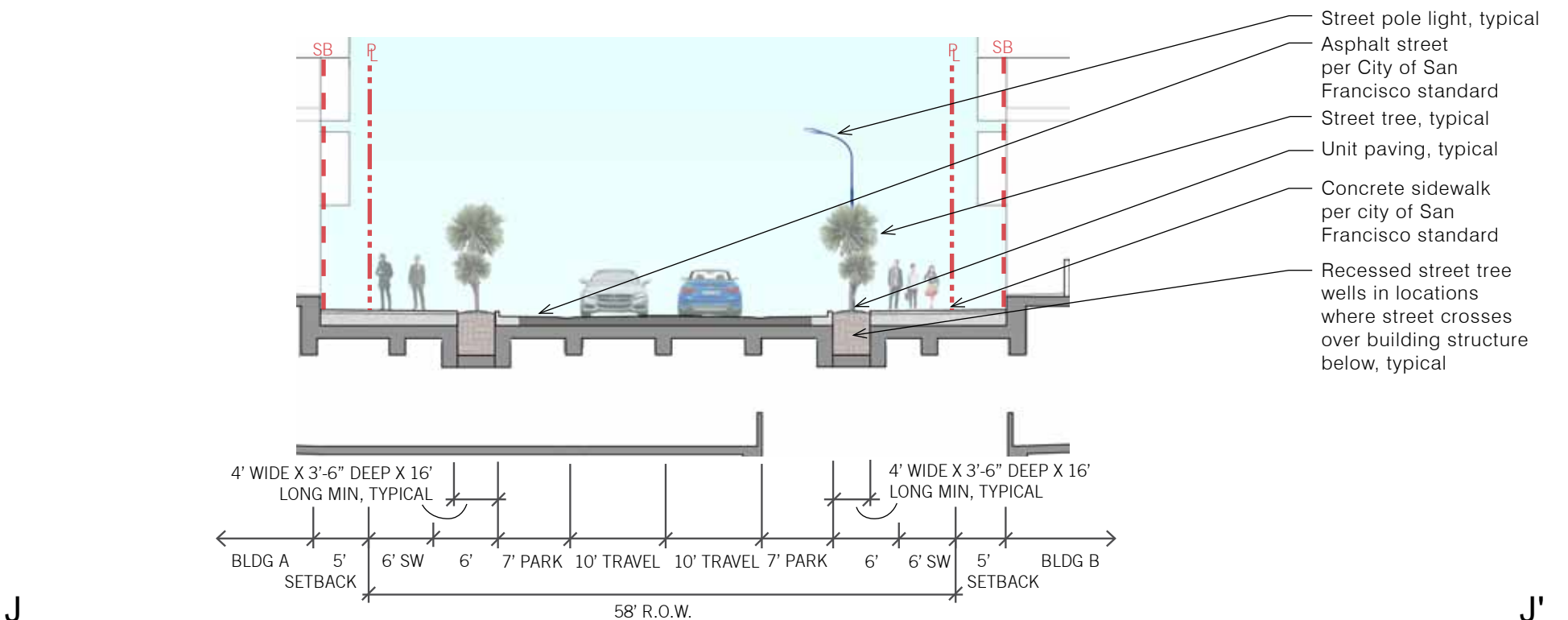


figure 26 section J: D Street (on structure)





KEY PLAN

figure 27: plan K: E Street

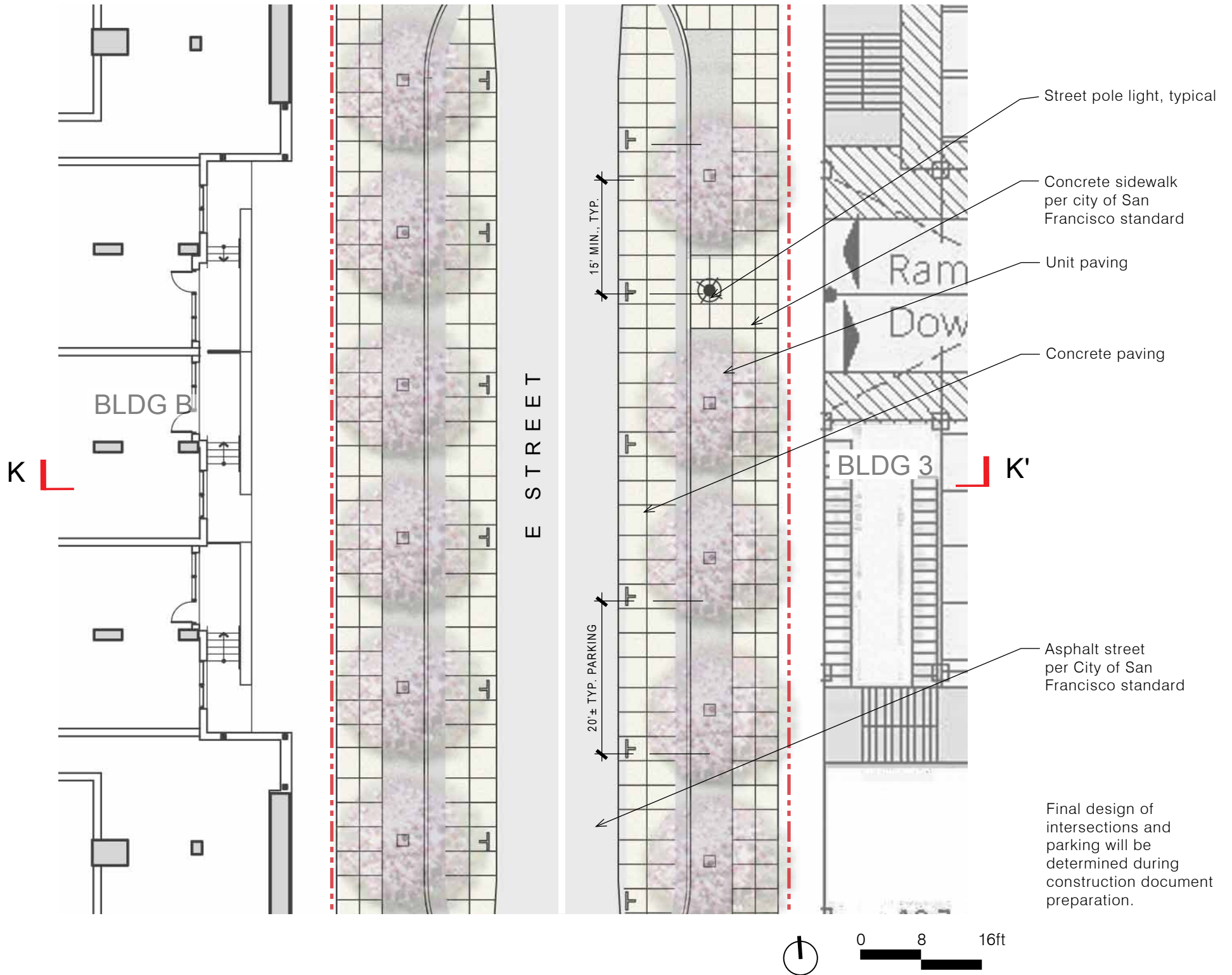
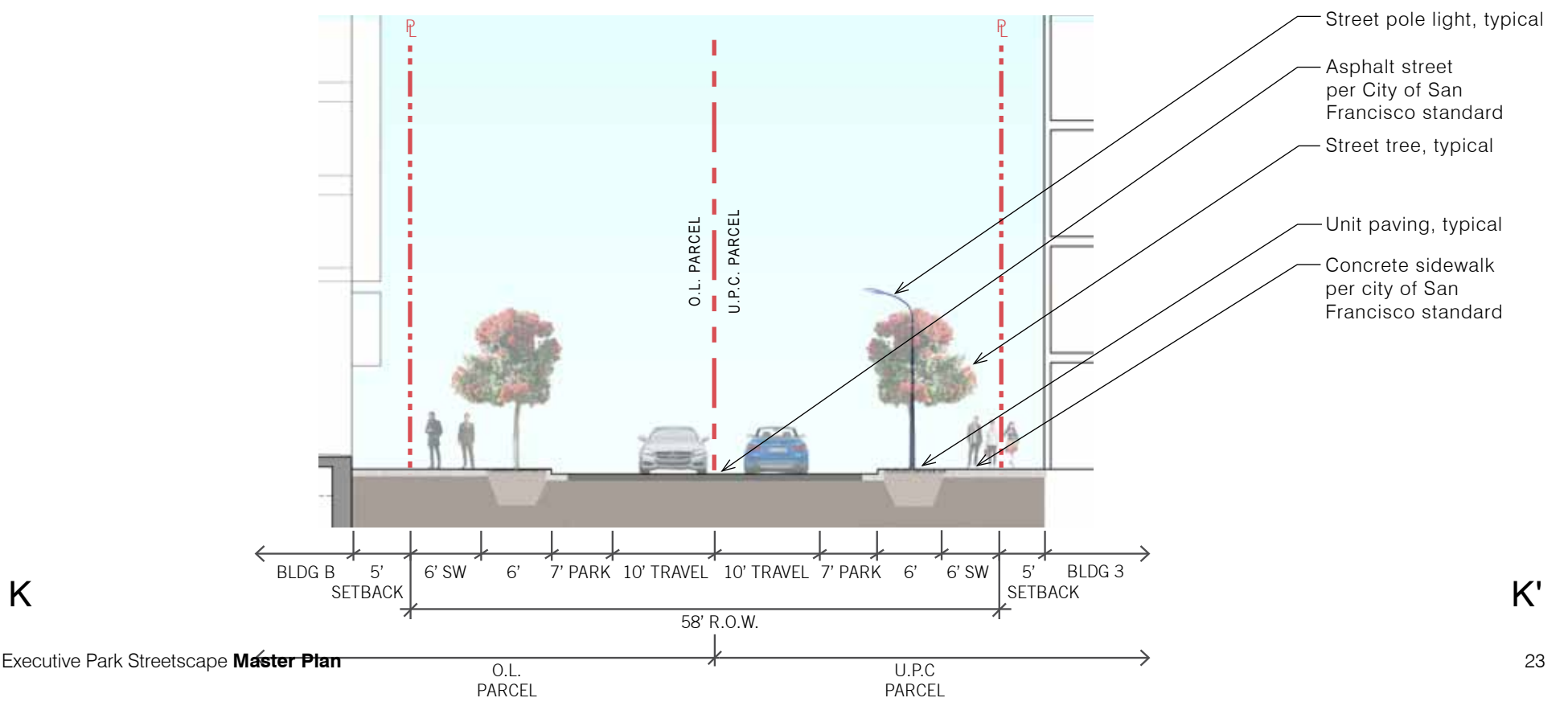


figure 28: section K: E Street





KEY PLAN

figure 29: plan L: D Street

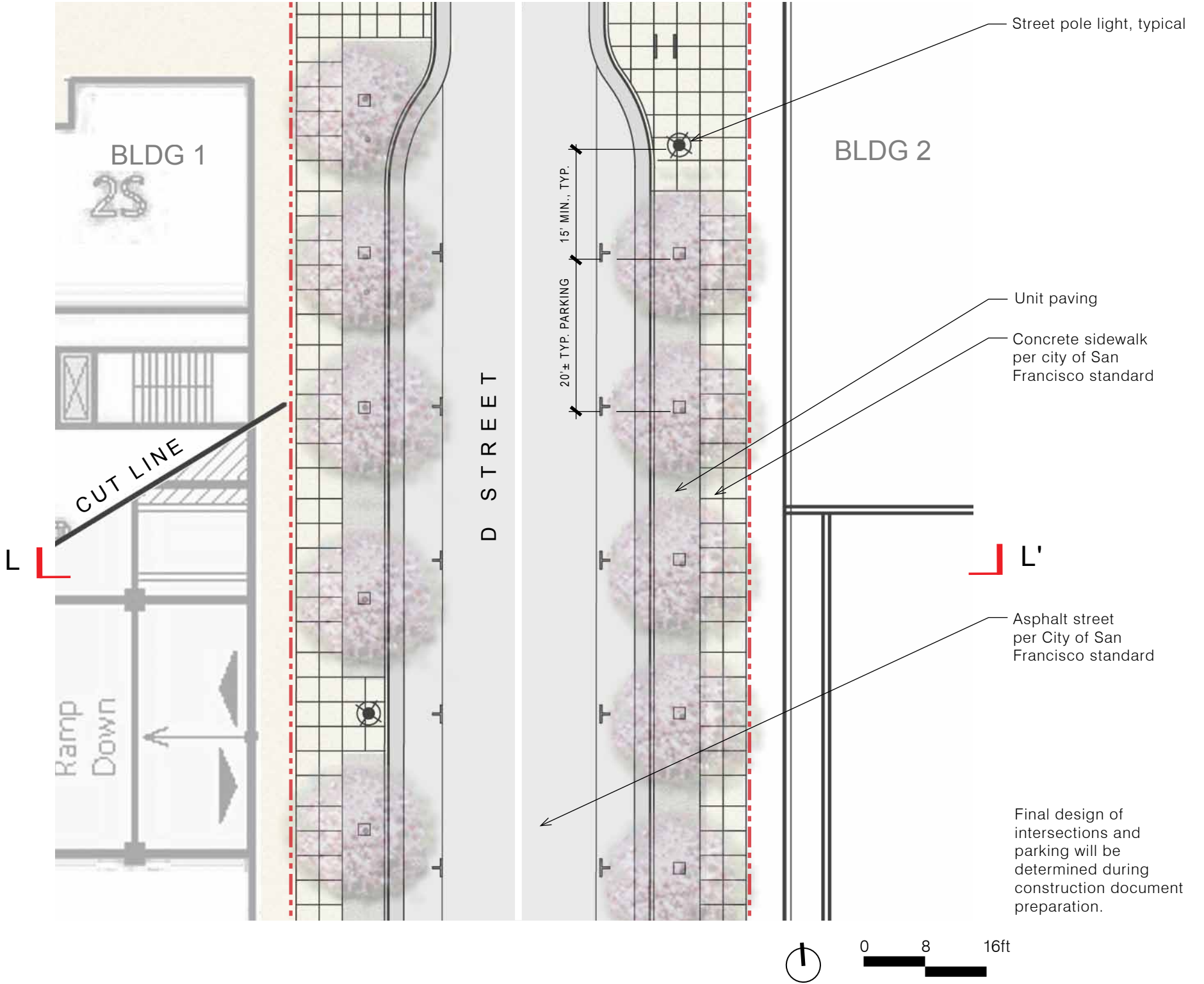
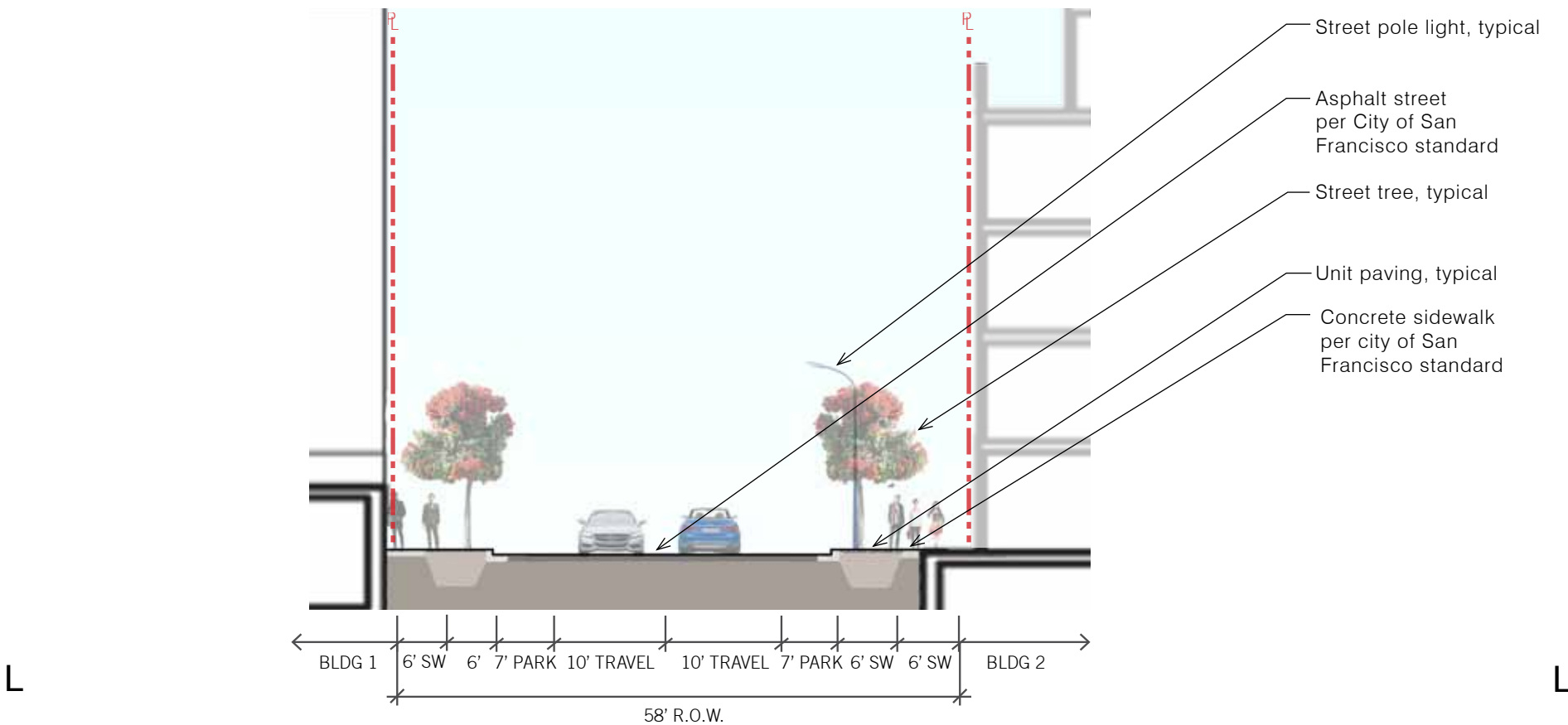


figure 30 section L: D Street





KEY PLAN

figure 31: plan M: UPC Street (on structure)

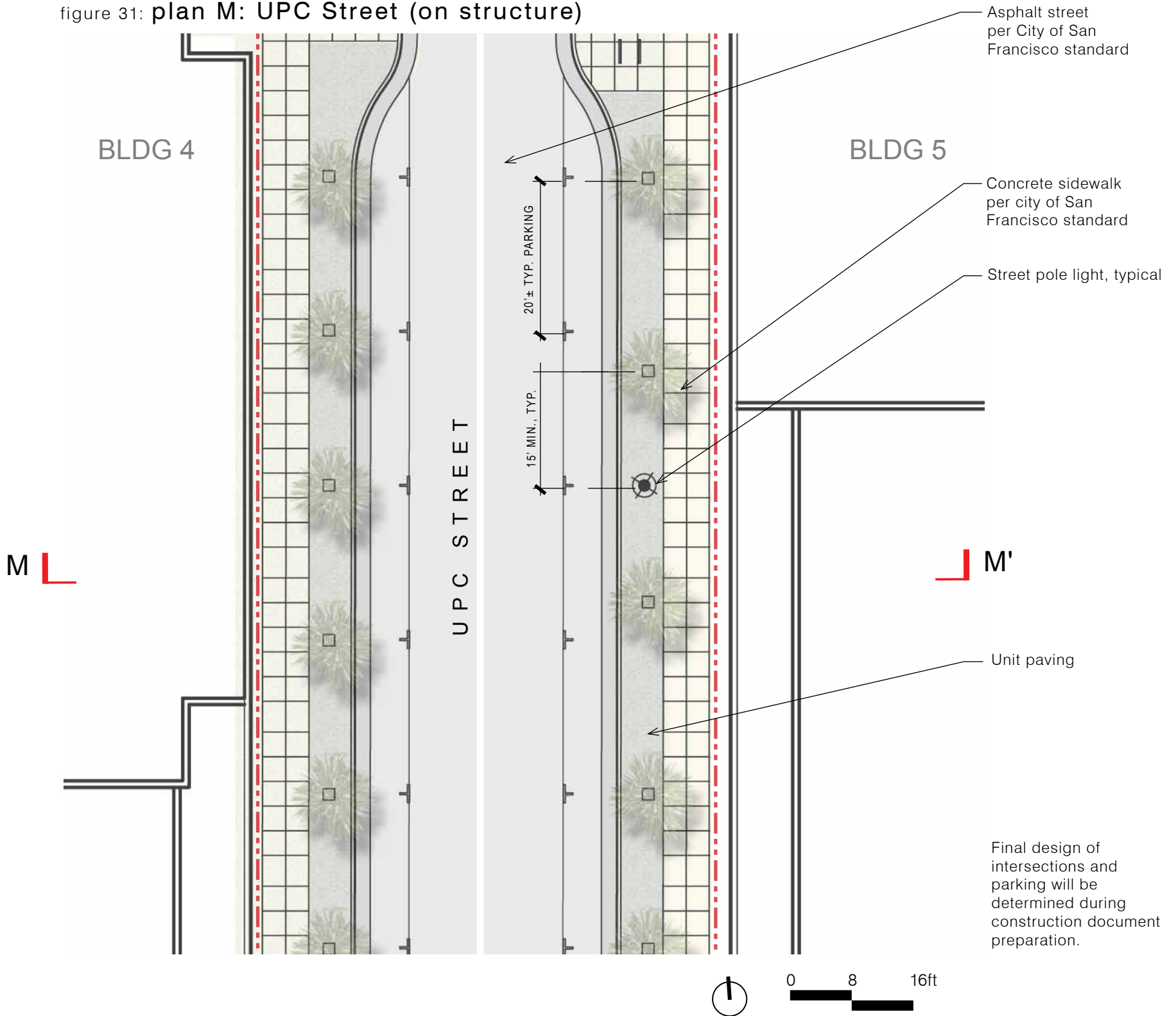
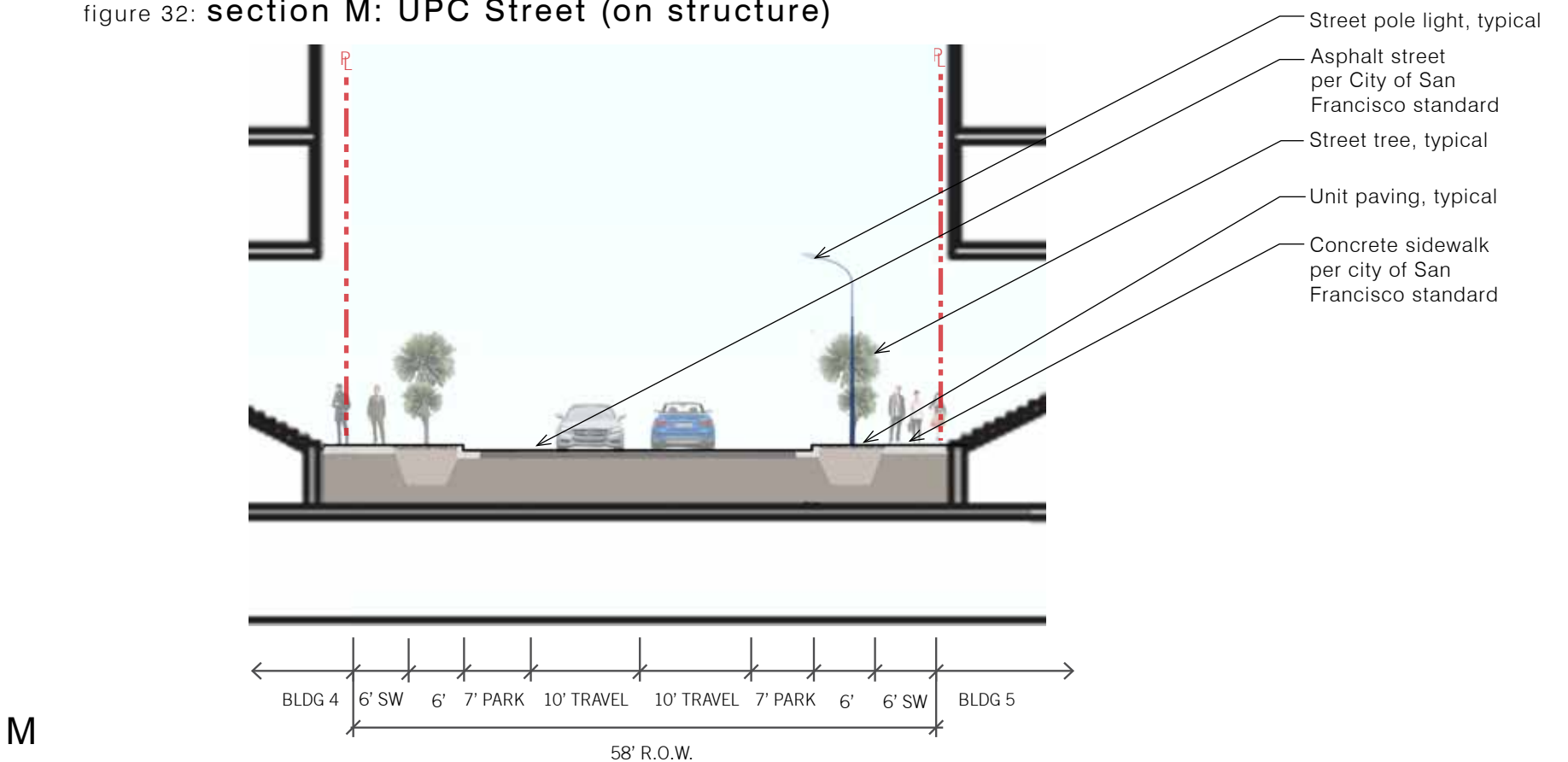


figure 32: section M: UPC Street (on structure)





KEY PLAN

figure 33: plan N: C Alley

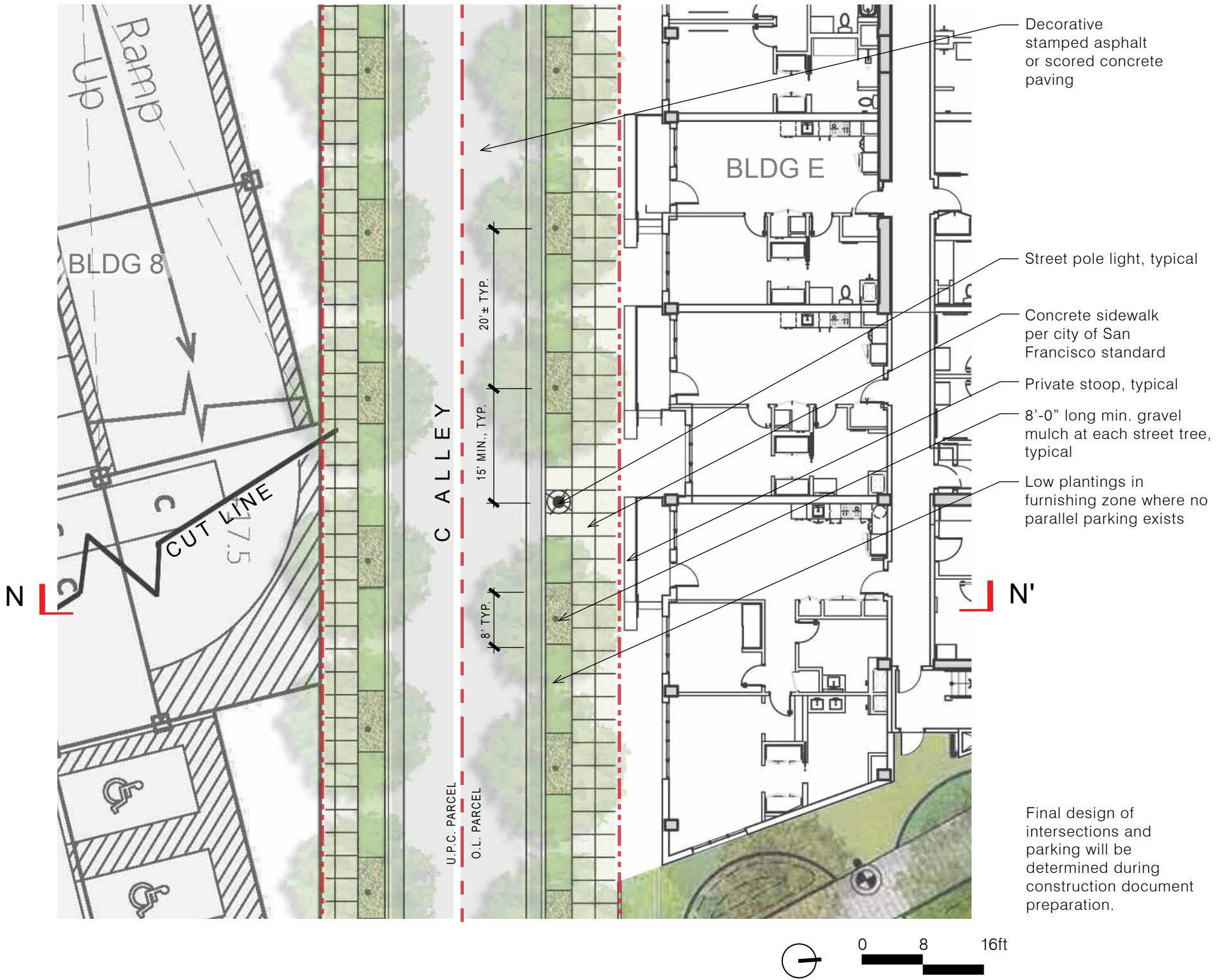
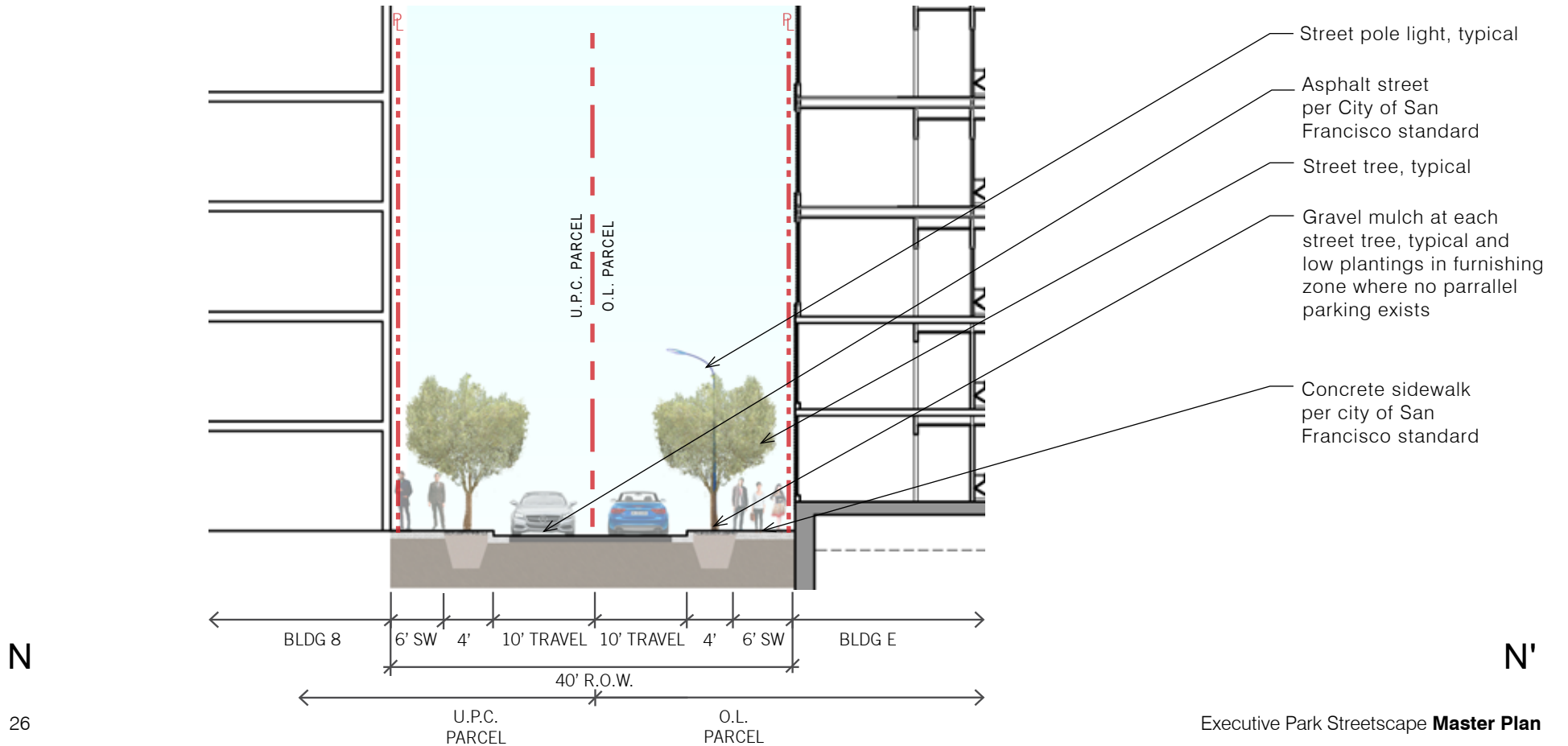
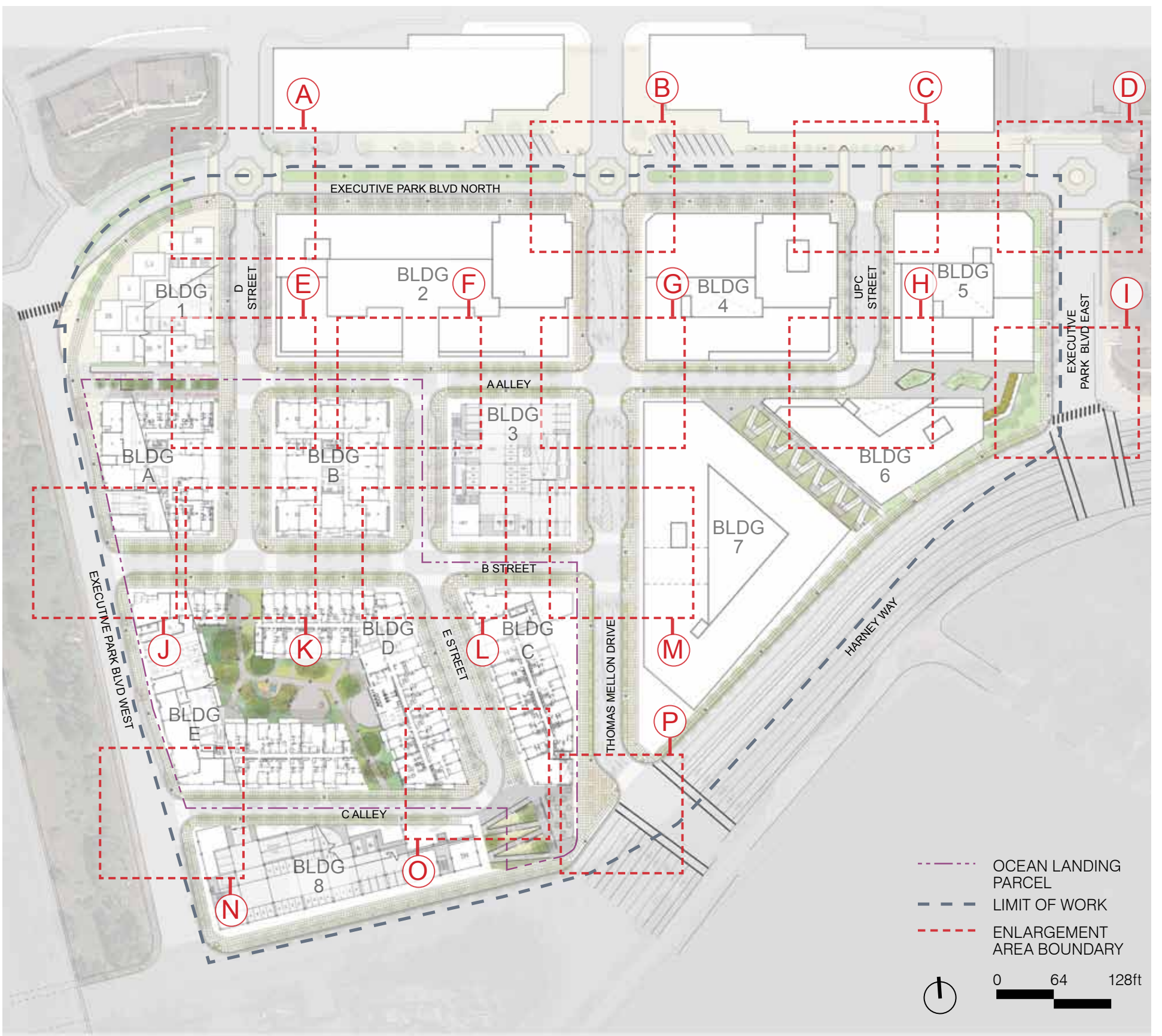


figure 34: section N: C Alley



intersections

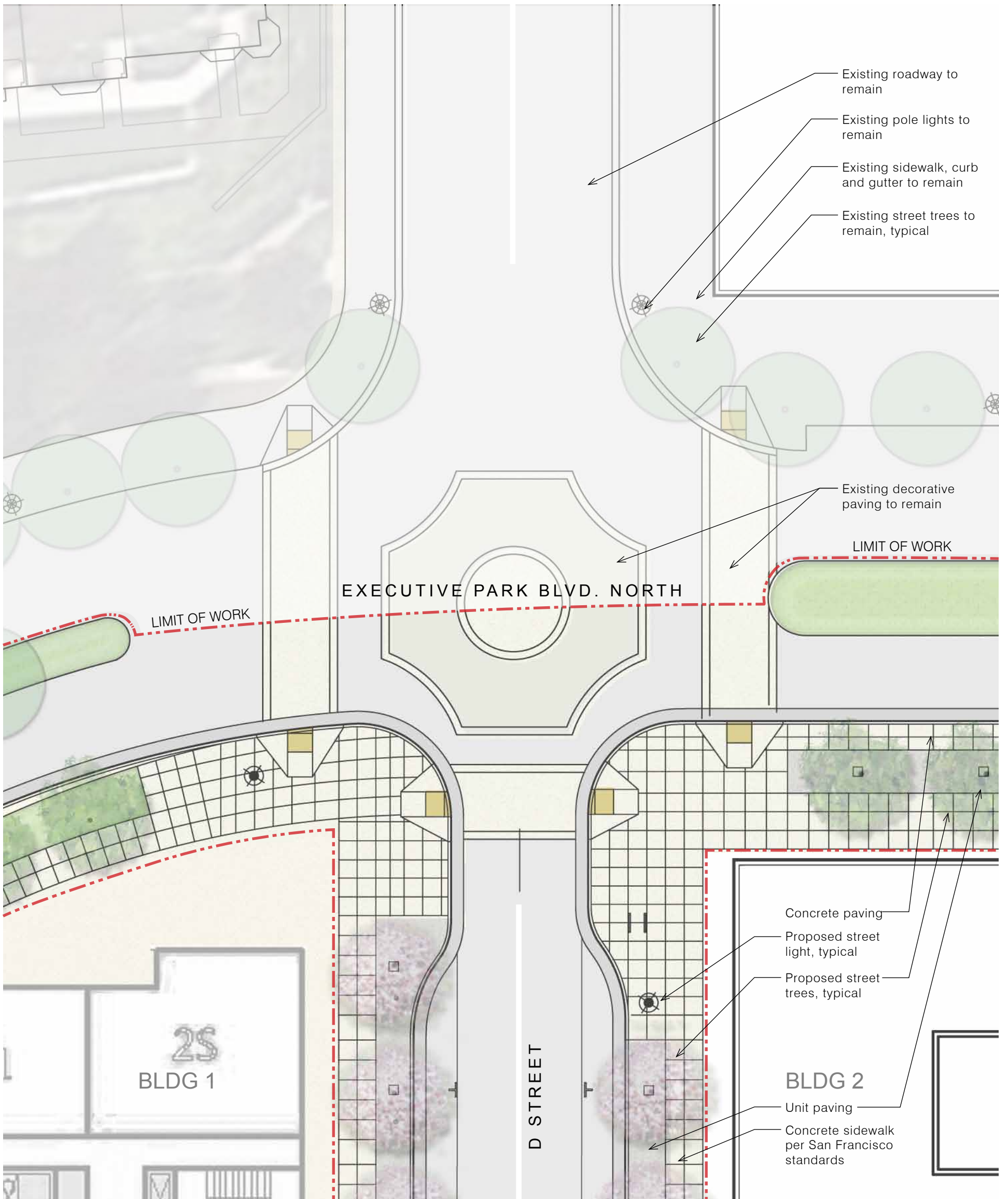
figure 35: key plan - intersections





KEY PLAN

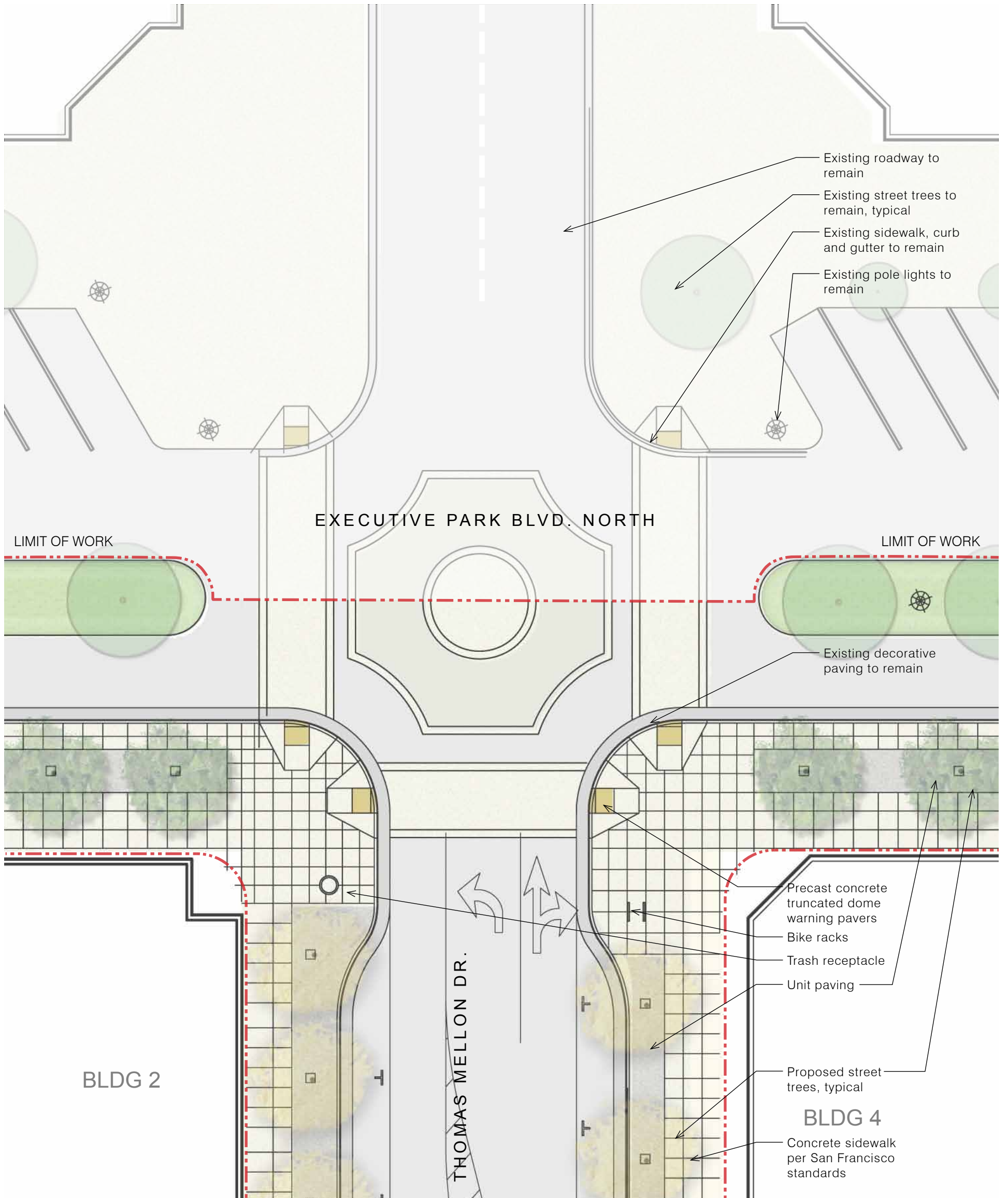
figure 36: plan A: intersection at Executive Park Blvd. North + D Street





KEY PLAN

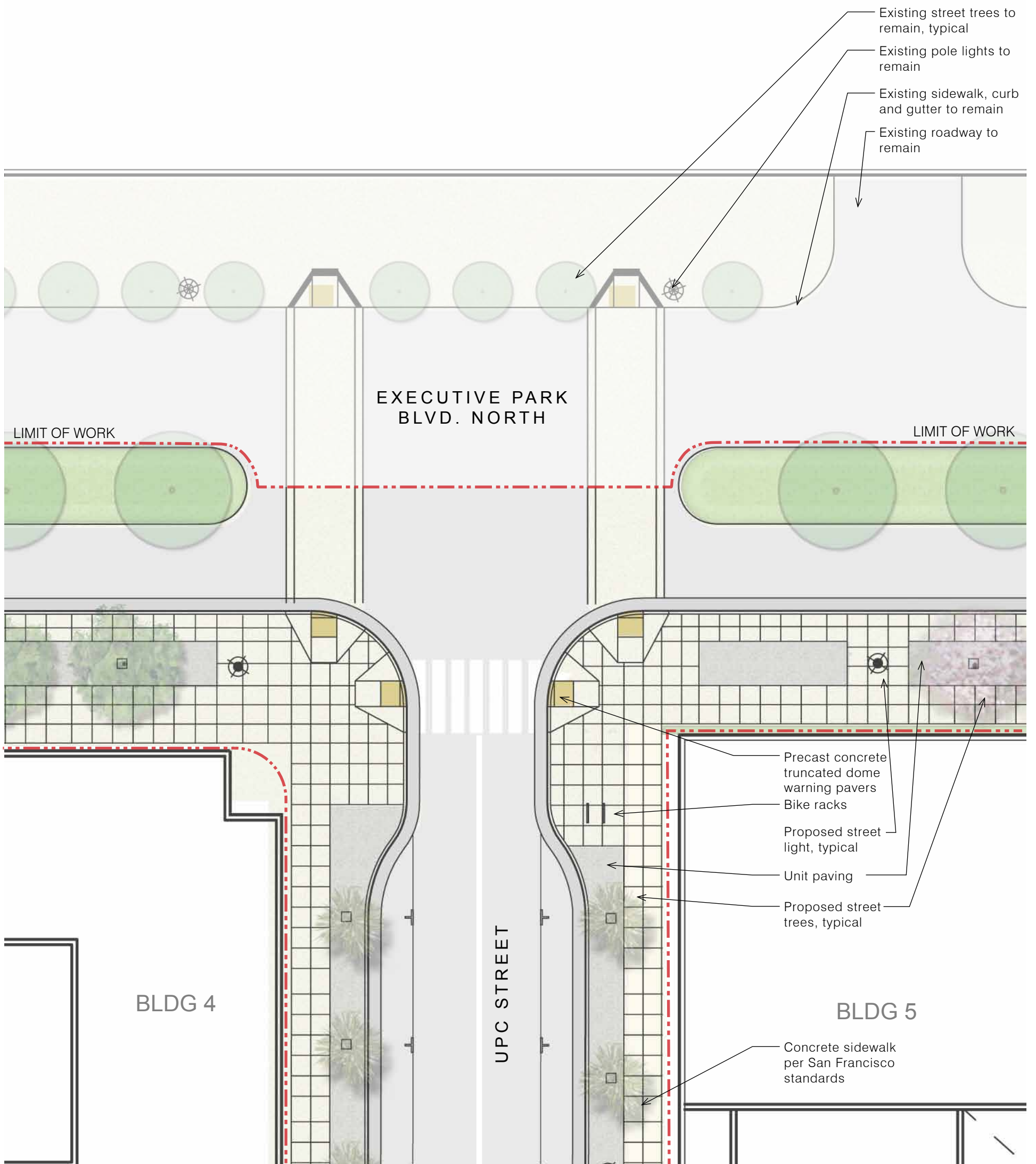
figure 37: plan B: intersection at Executive Park Blvd. North + Thomas Mellon Drive





KEY PLAN

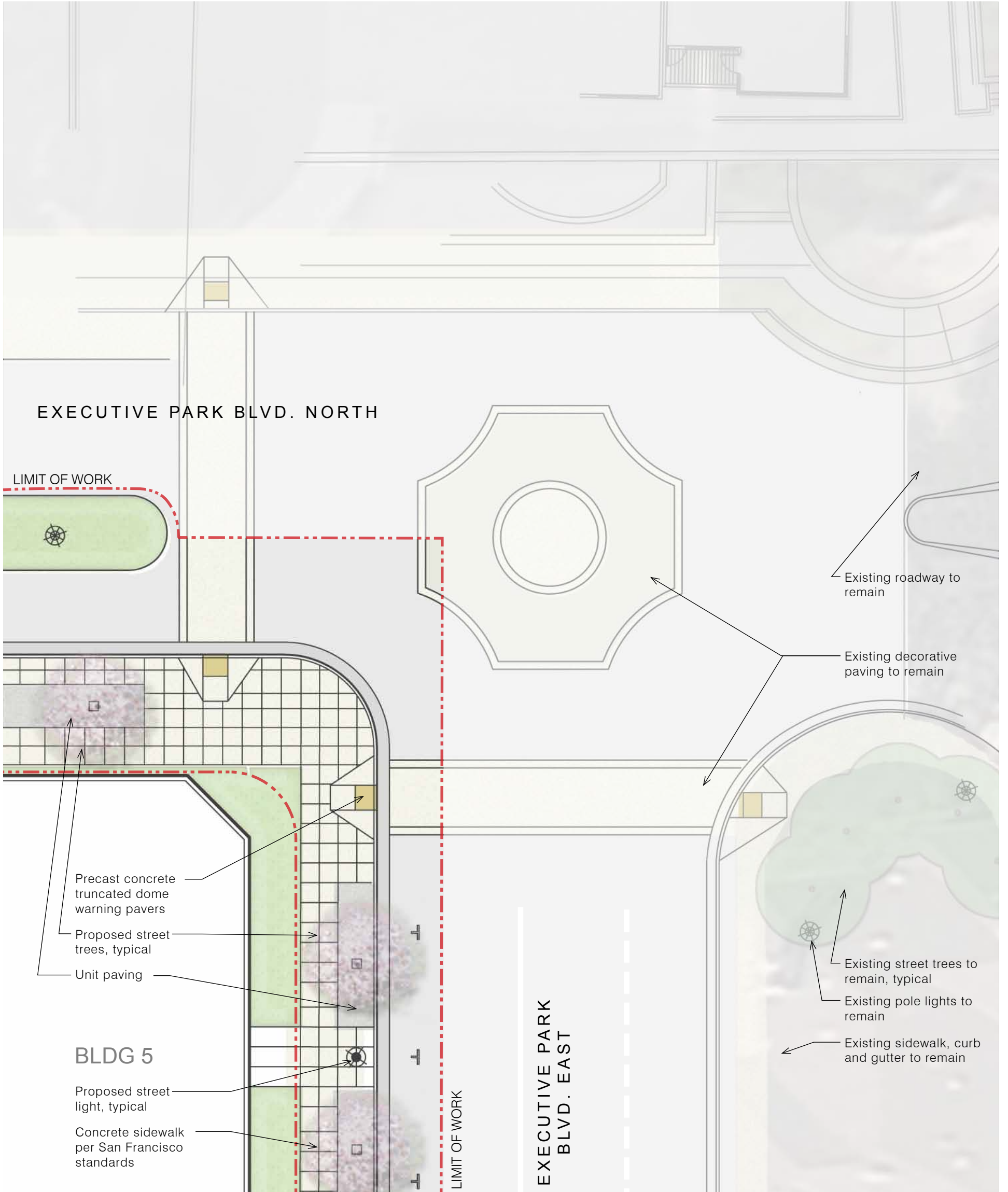
figure 38: plan C: intersection at Executive Park Blvd. North + UPC Street





KEY PLAN

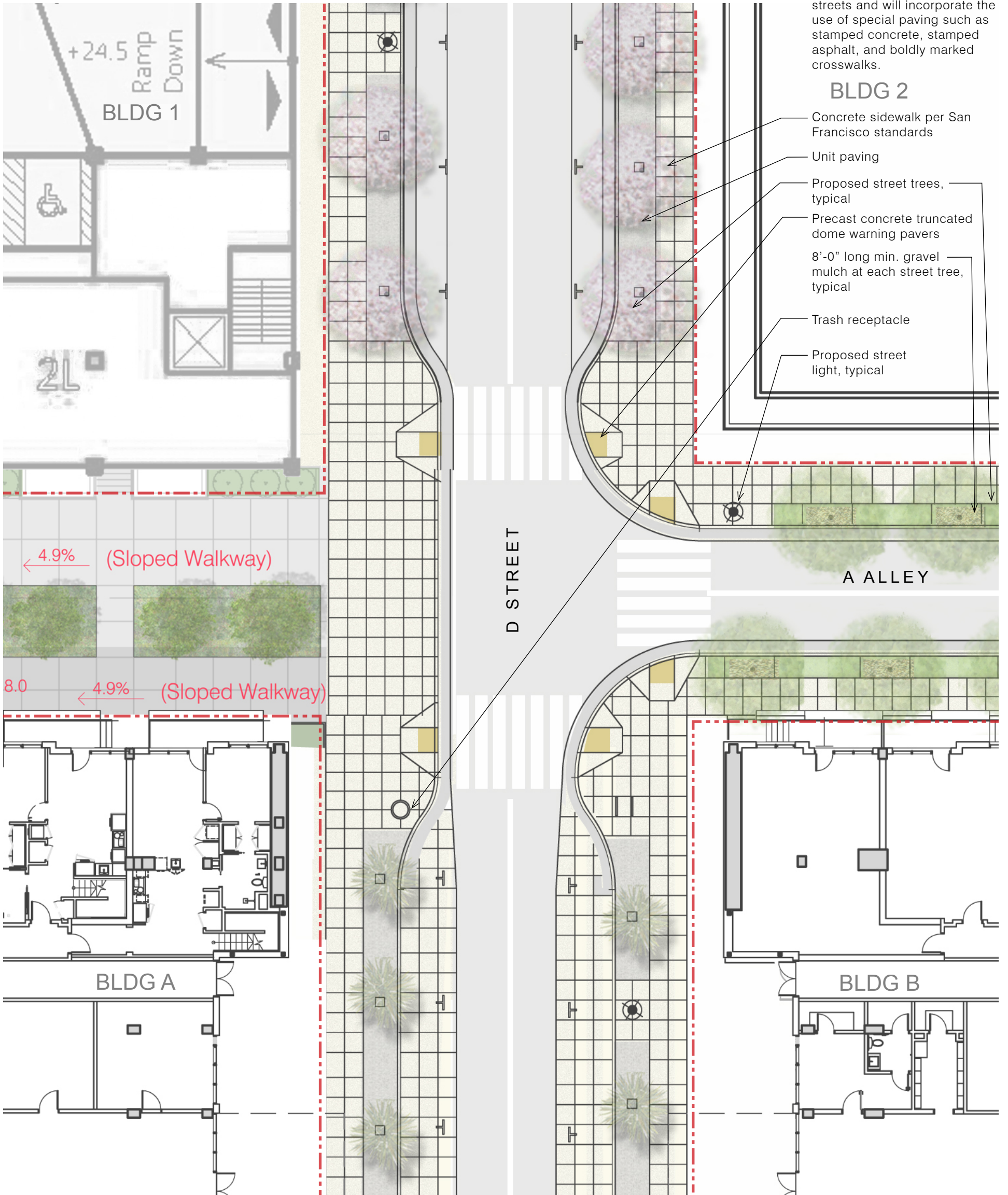
figure 39: plan D: intersection at Executive Park Blvd. North + Executive Park Blvd. East





KEY PLAN

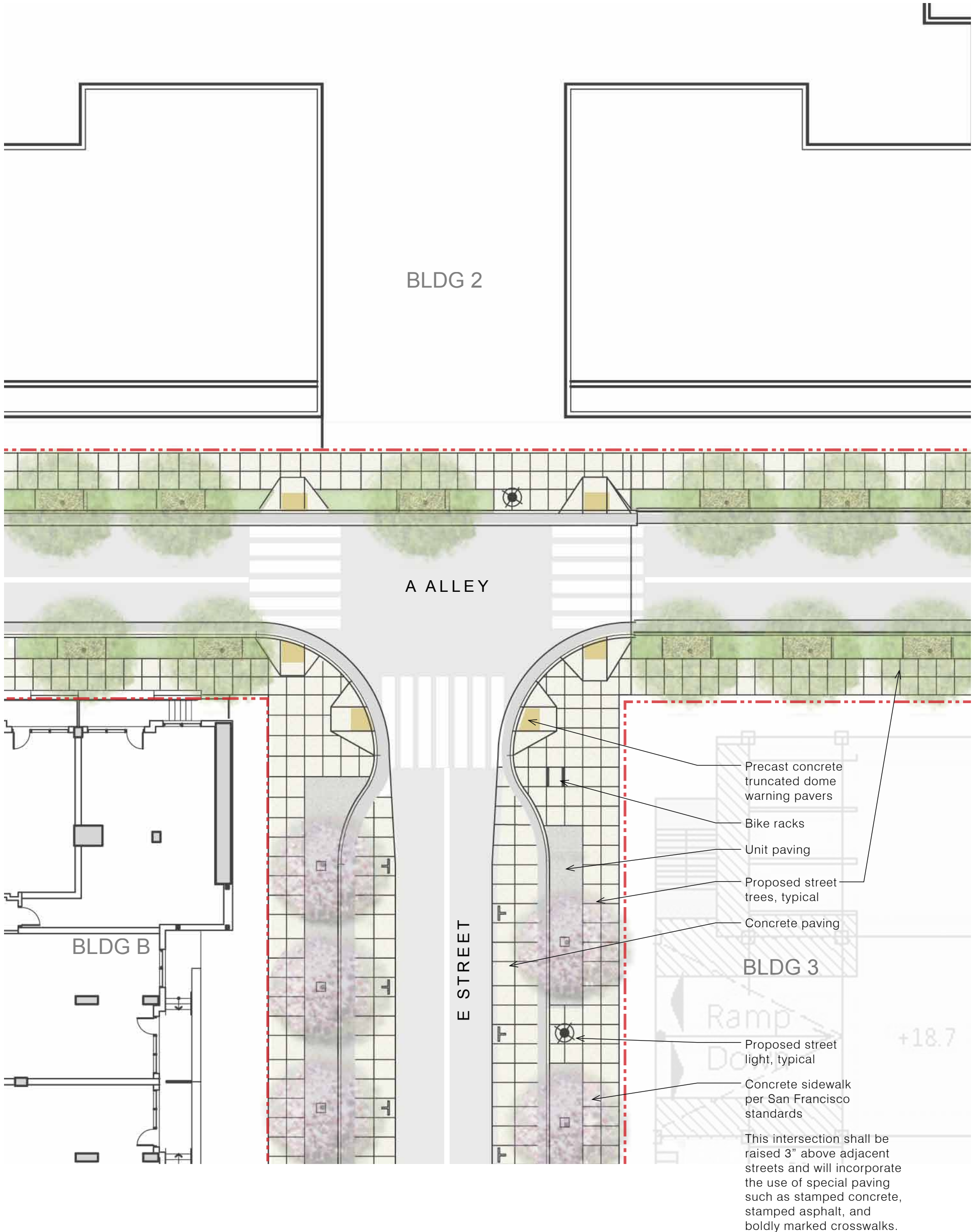
figure 40: plan E: intersection at A Alley + D Street





KEY PLAN

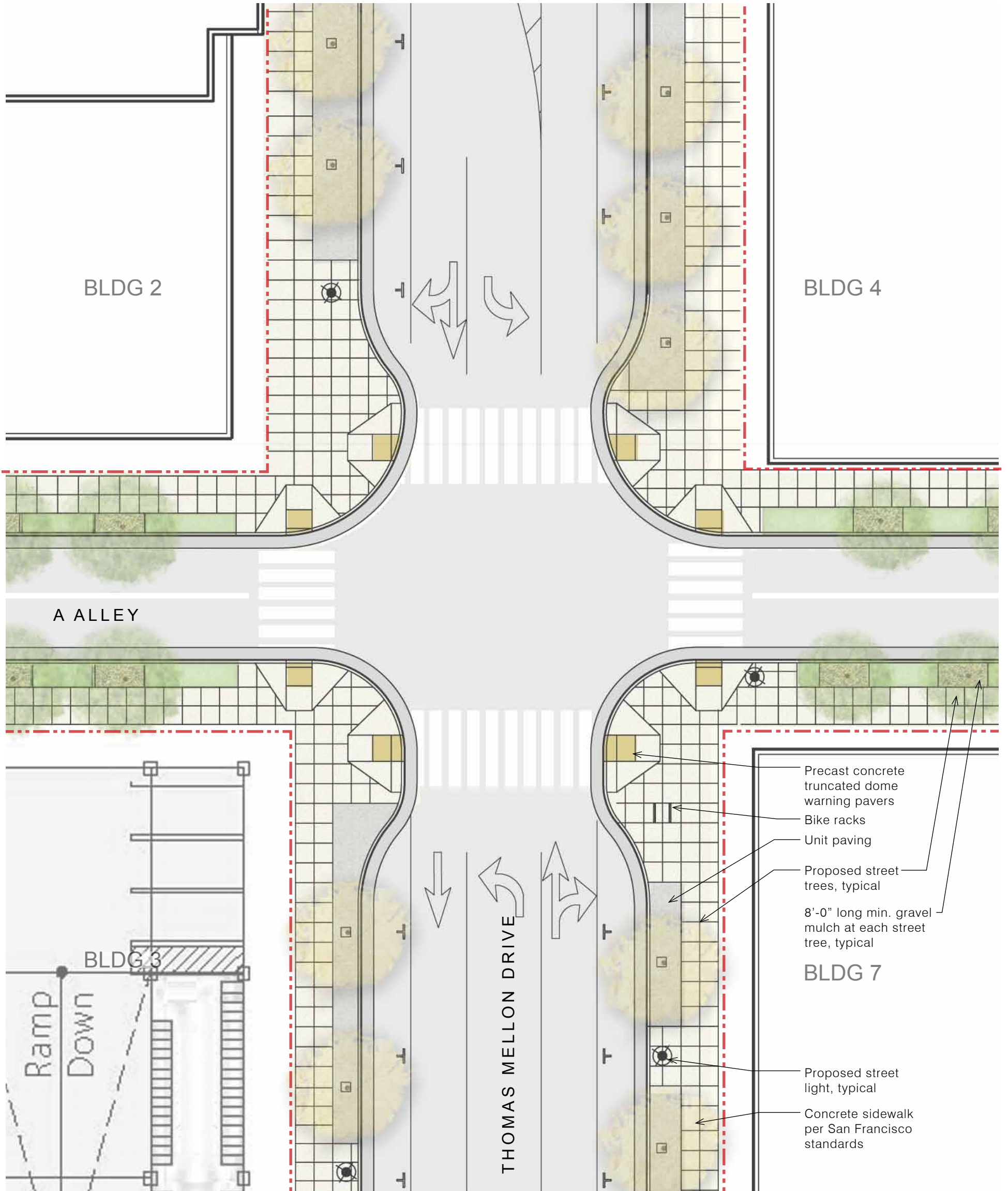
figure 41: plan F: intersection at A Alley + E Street





KEY PLAN

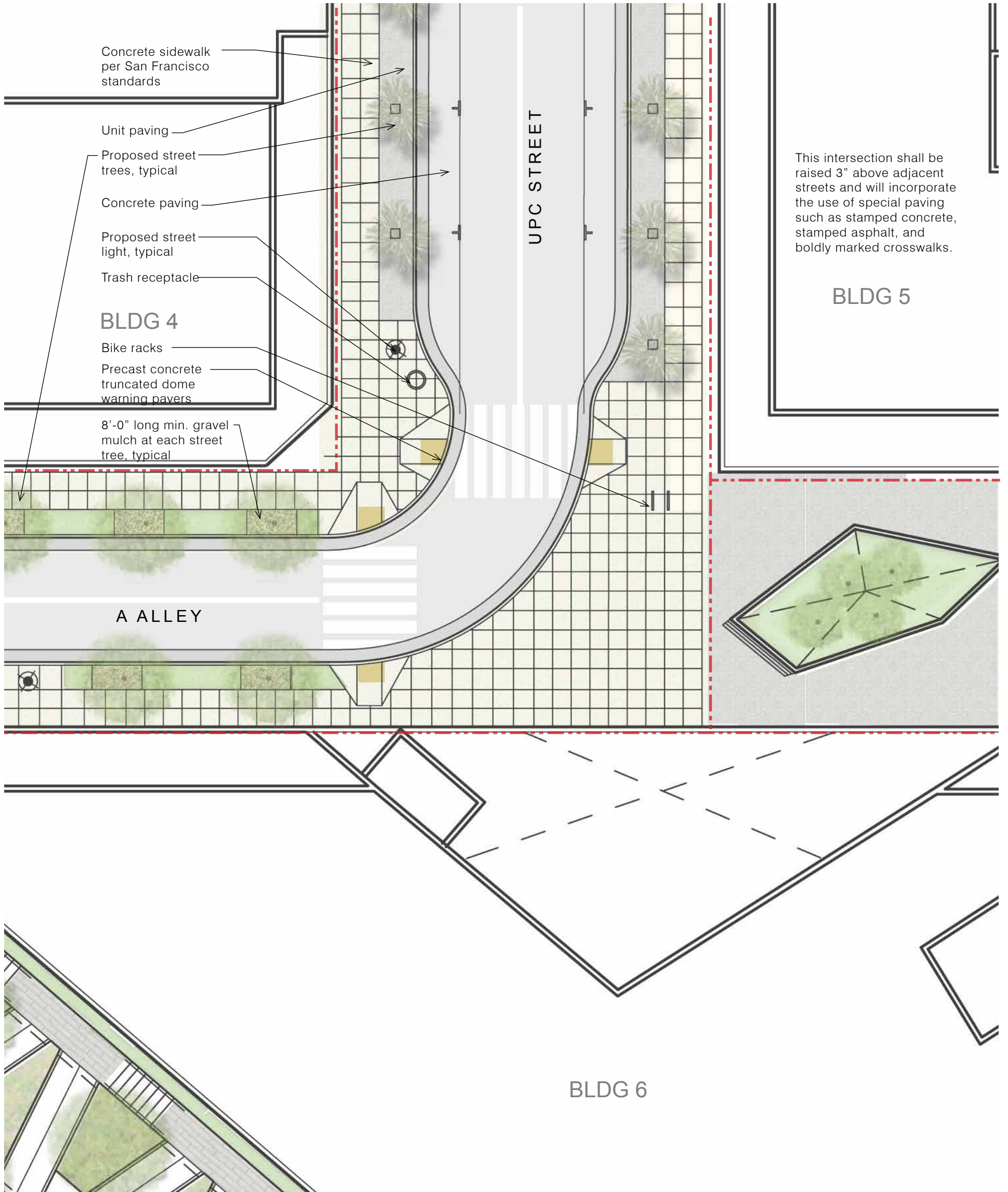
figure 42: plan G: intersection at A Alley + Thomas Mellon Drive





KEY PLAN

figure 43: plan H: intersection at A Alley + UPC Street

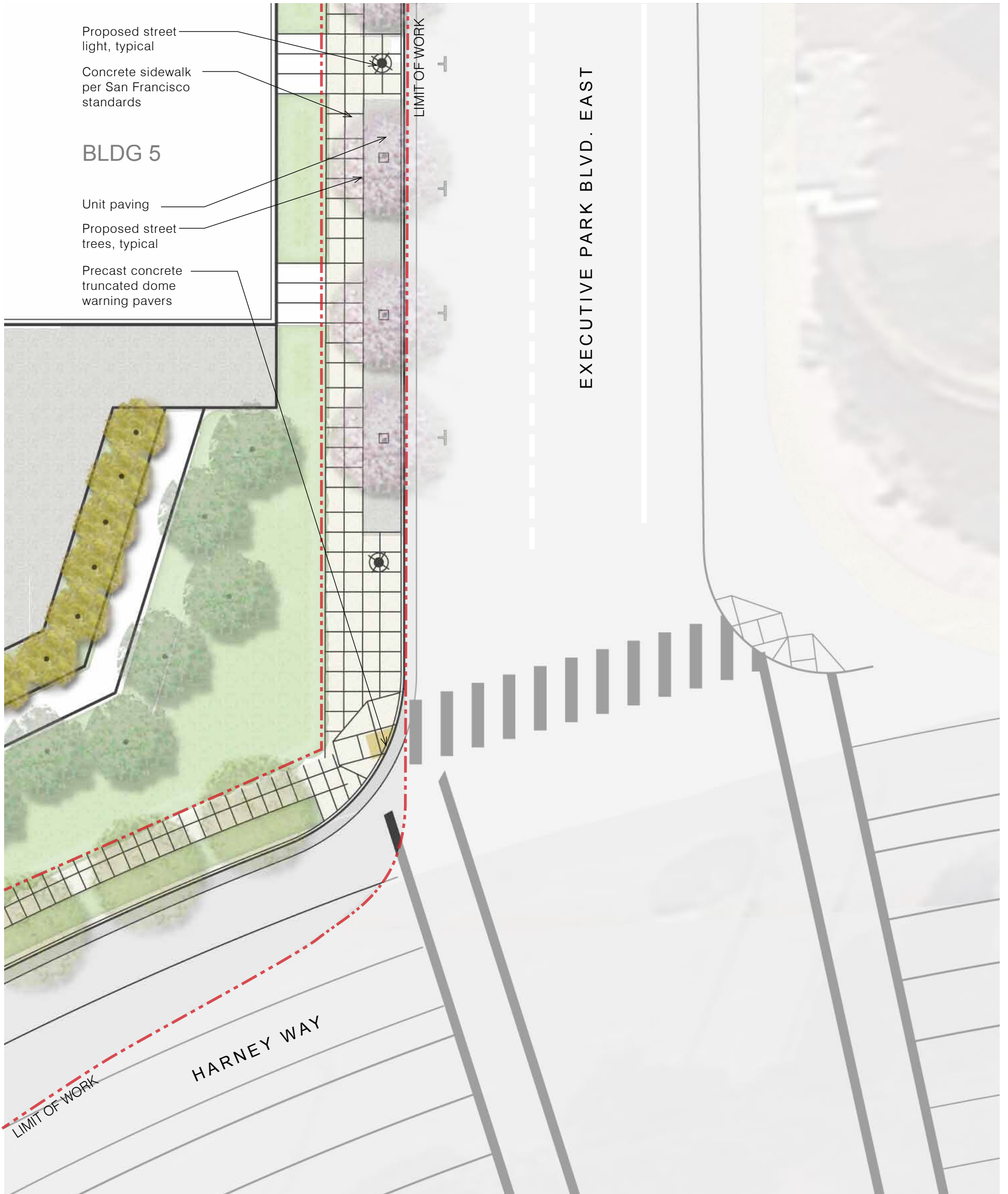




KEY PLAN

*Note: Additional work on this plaza will happen when the buildings go forward with their entitlements.

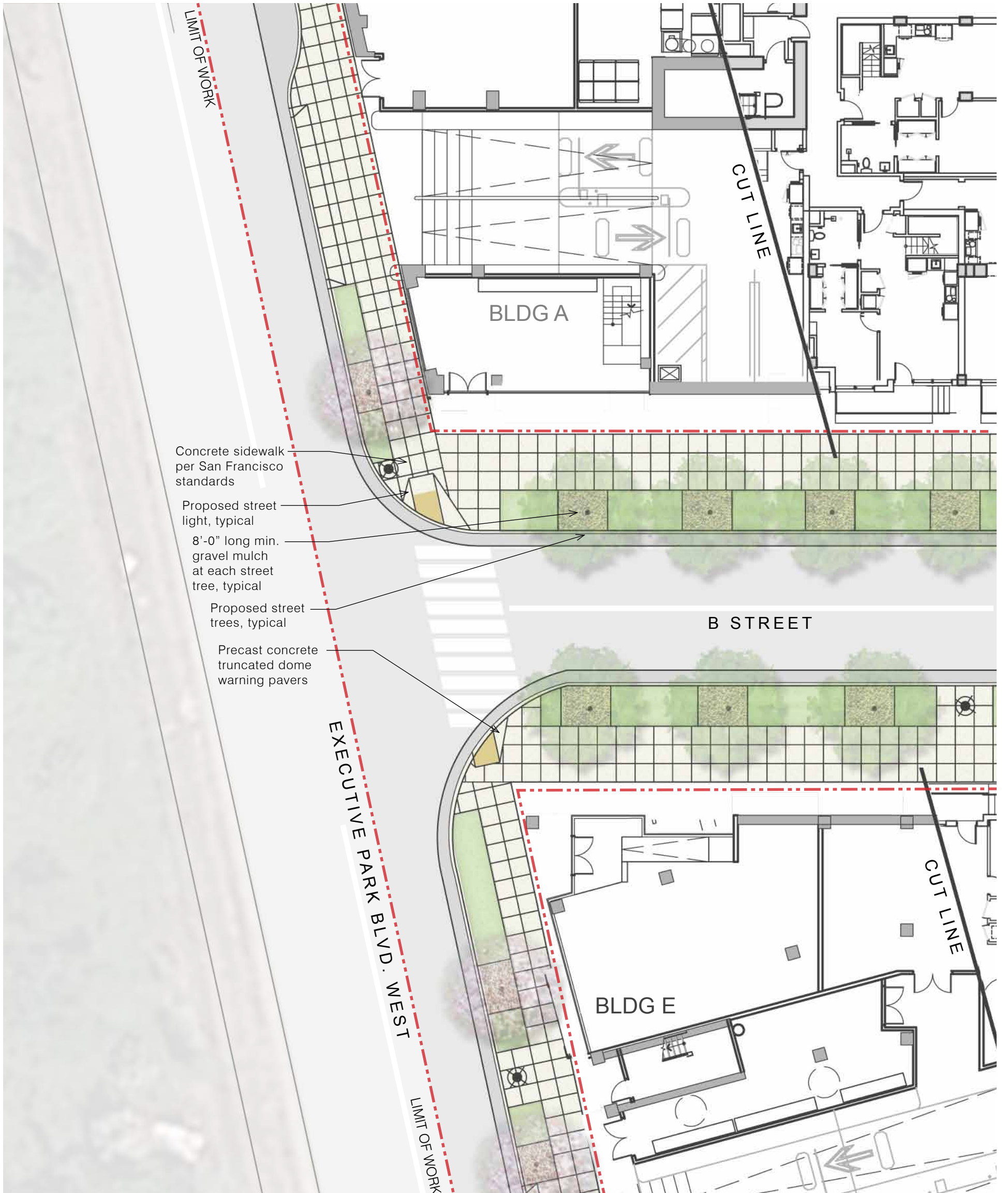
figure 44: plan I: intersection at Executive Park Blvd. East and Harney Way





KEY PLAN

figure 45: plan J: intersection at B Street + Executive Park Blvd. West





KEY PLAN

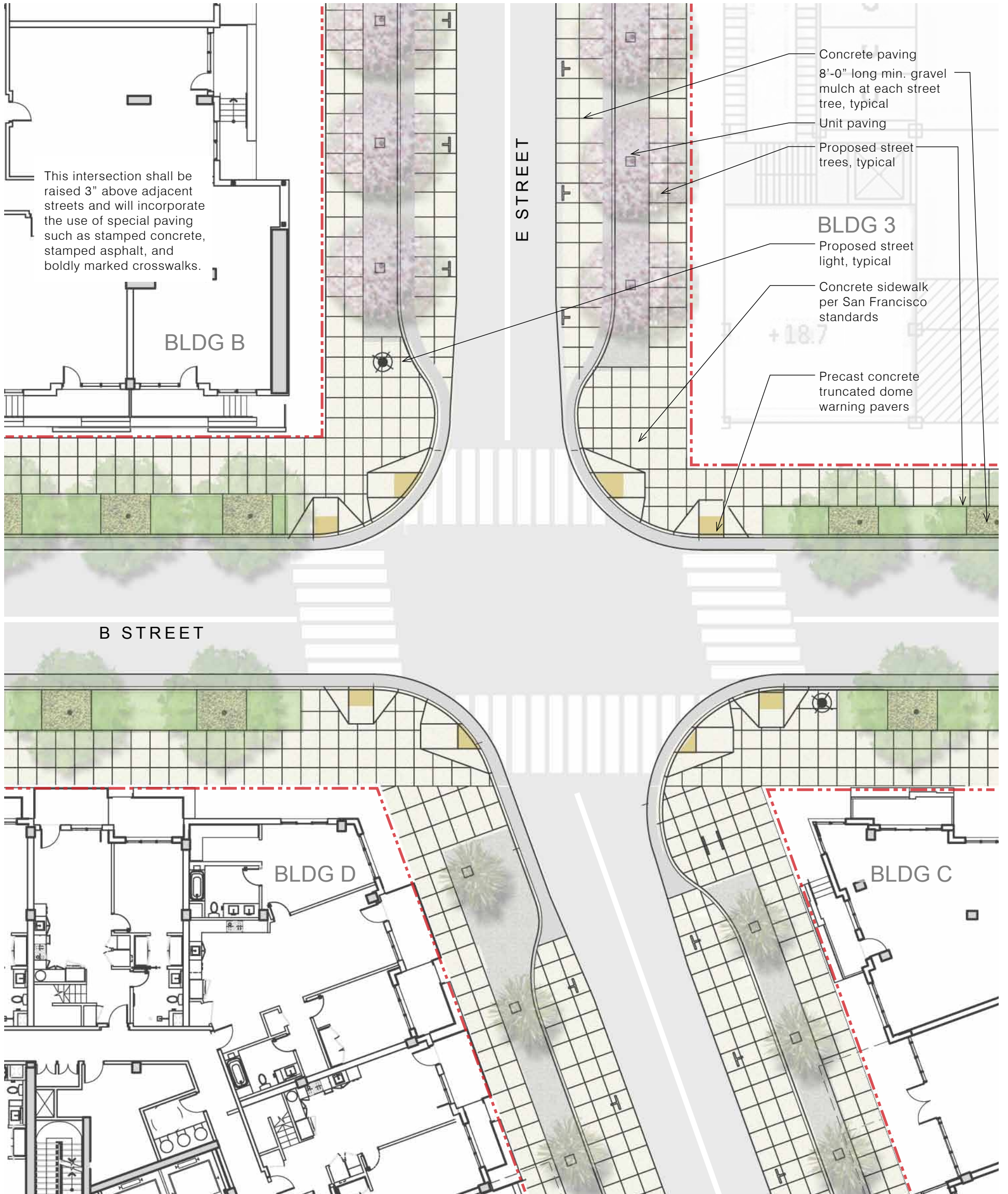
figure 46: plan K: intersection at B Street + D Street





KEY PLAN

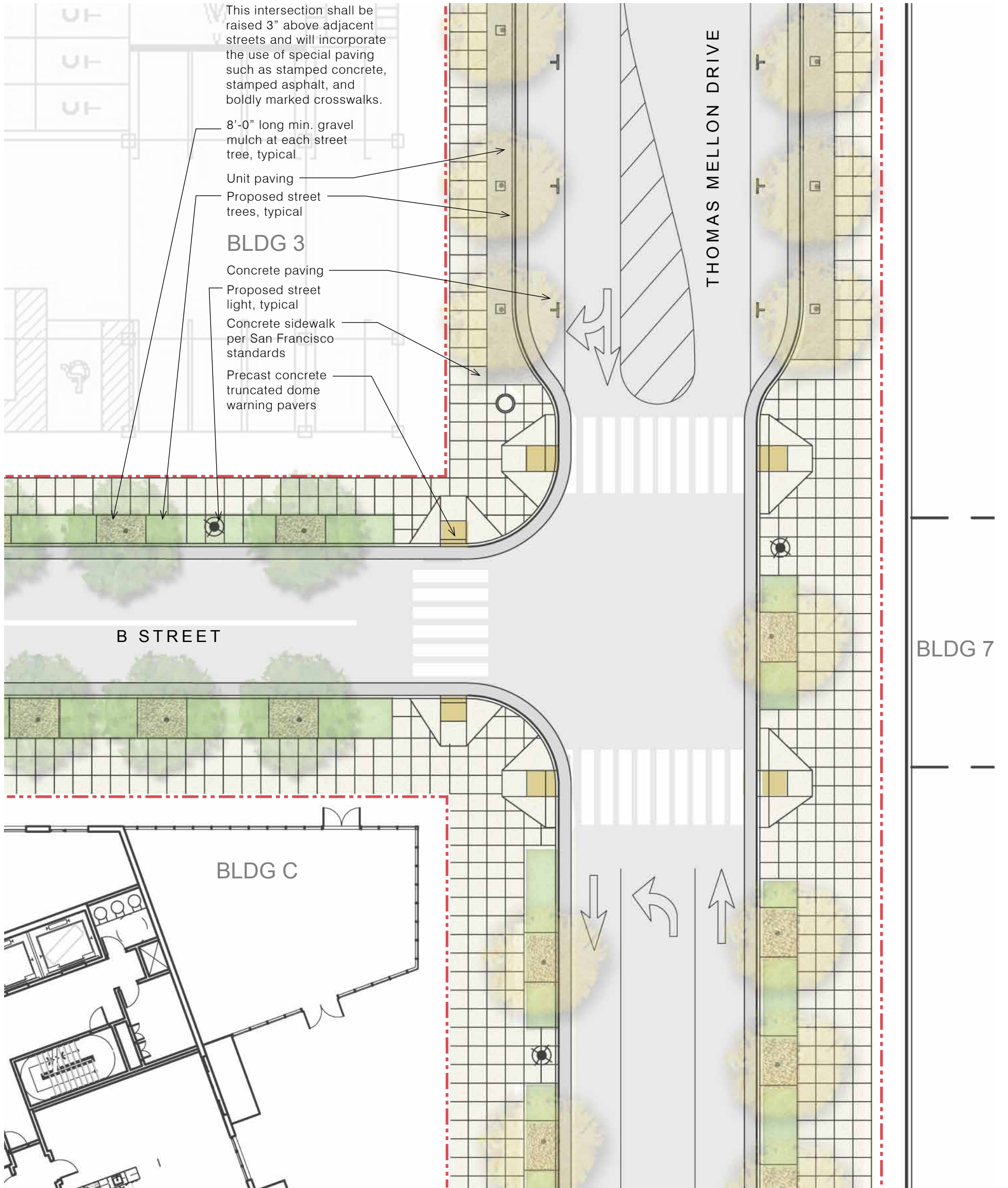
figure 47: plan L: intersection at B Street + E Street





KEY PLAN

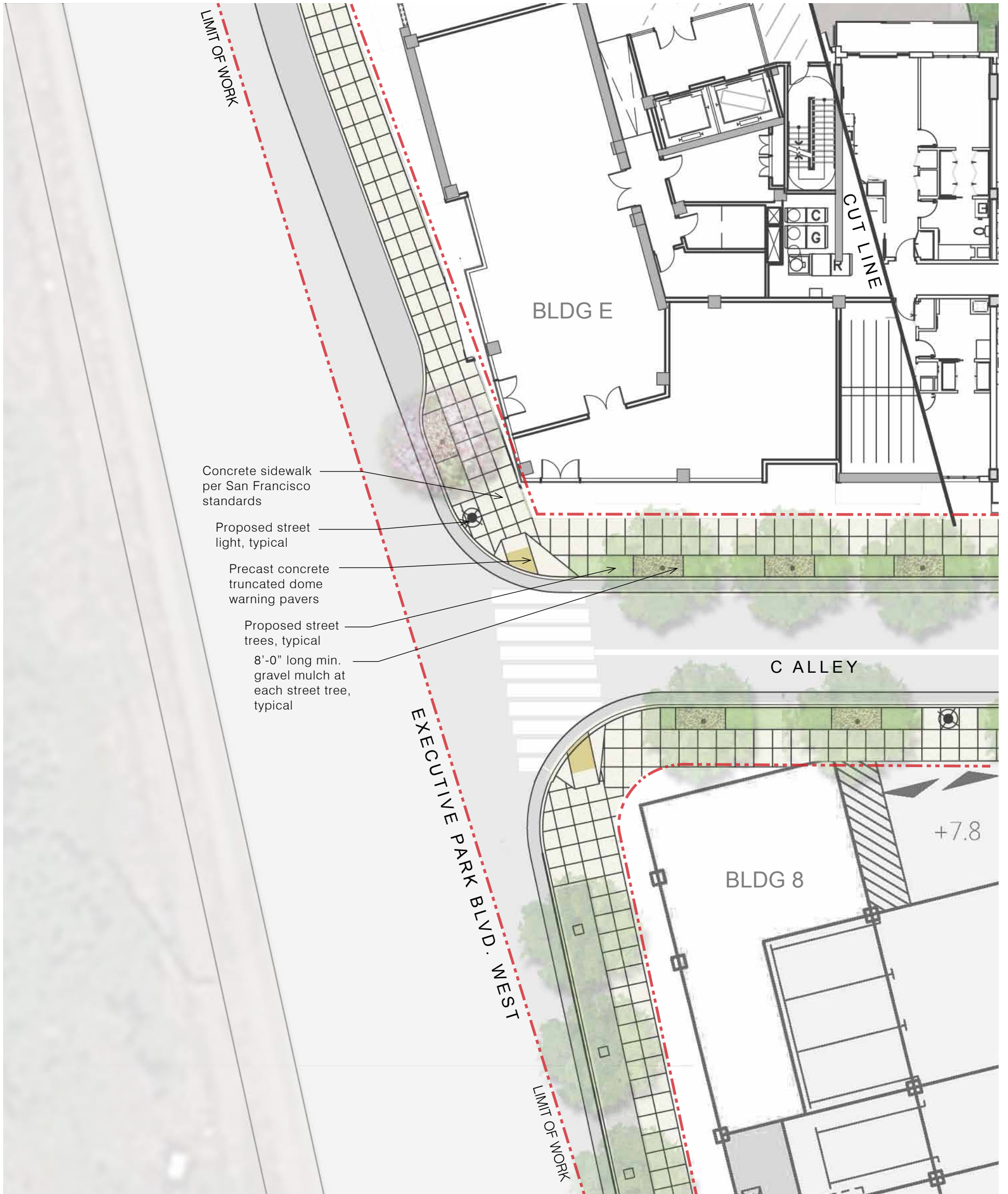
figure 48 plan M: intersection at B Street + Thomas Mellon Drive





KEY PLAN

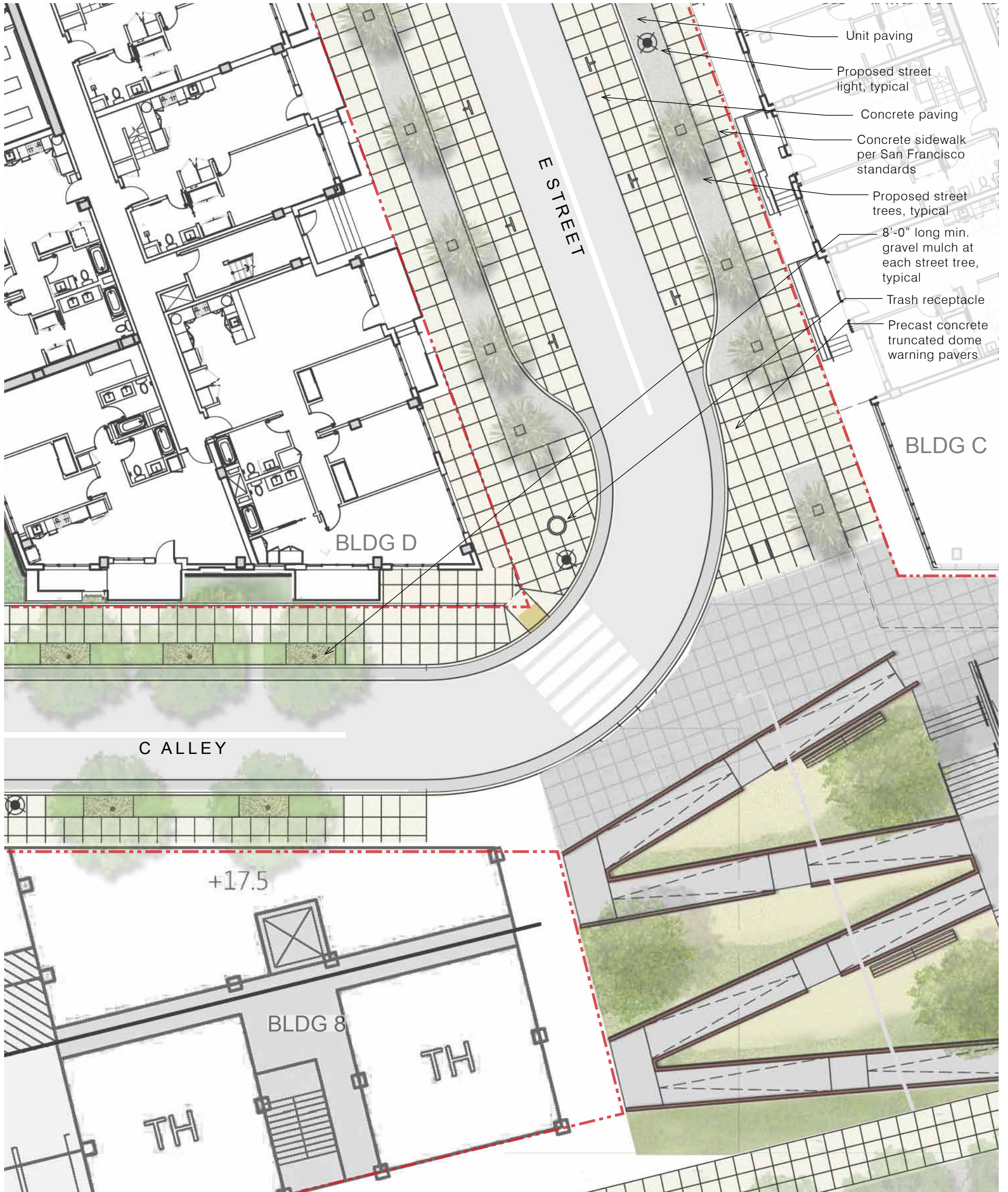
figure 49: plan N: intersection at C Alley + Executive Park Blvd. West





KEY PLAN

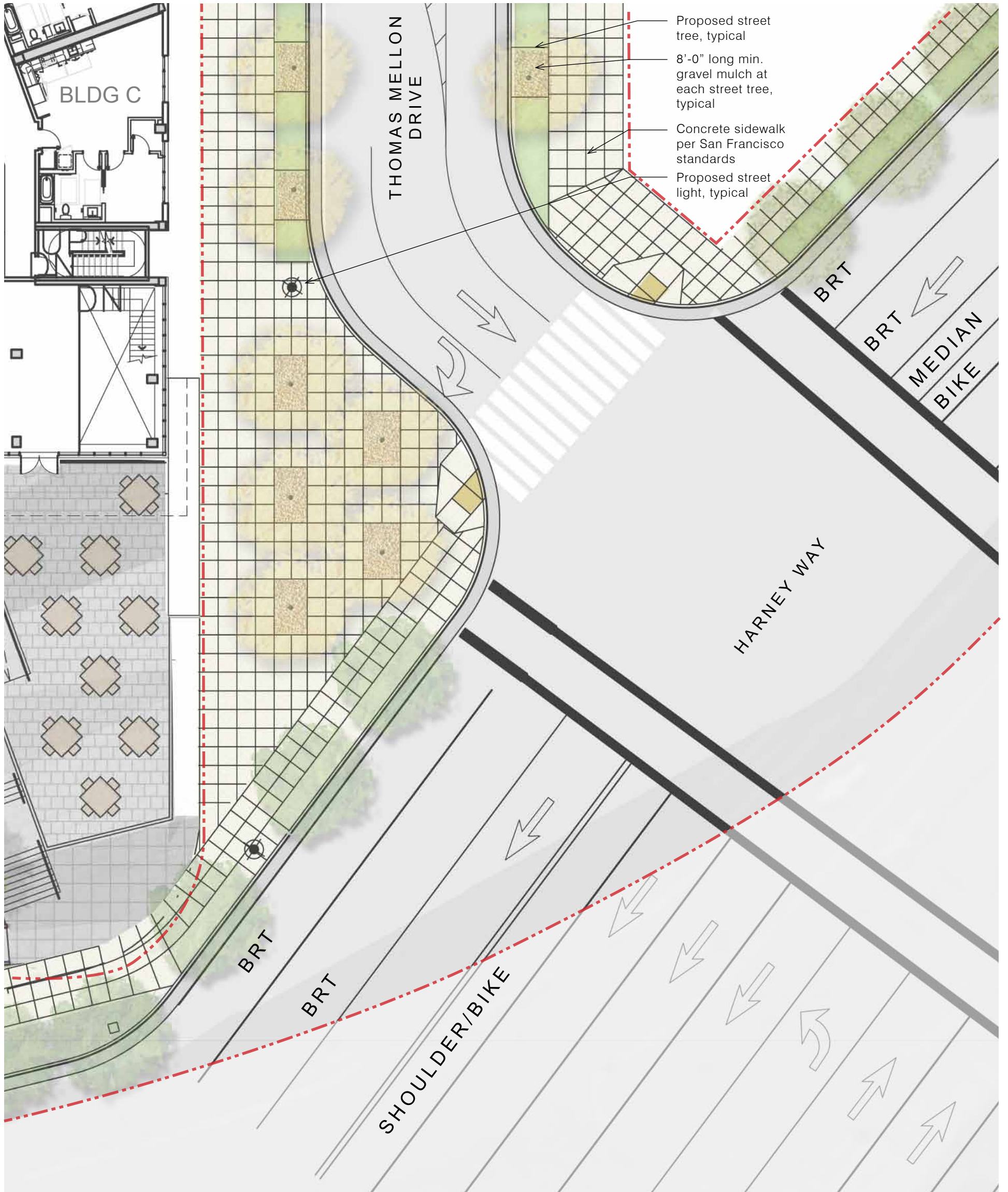
figure 50: plan O: intersection at C Alley + E Street





KEY PLAN

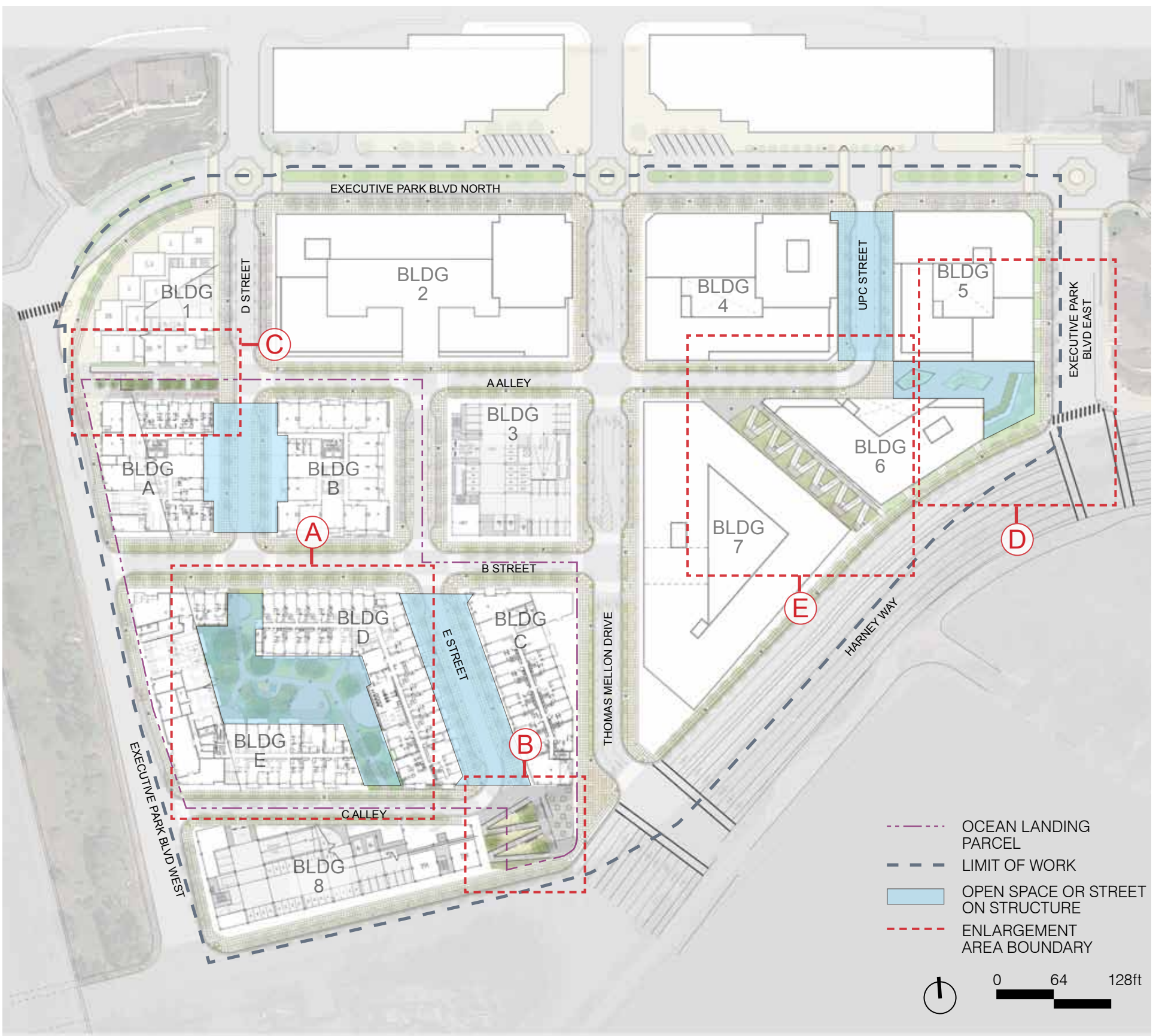
figure 51: plan P: intersection at Thomas Mellon Drive and Harney Way



section 4

open space

figure 35: key plan - open spaces



public open space

Overall, the character of the open spaces is envisioned to promote further connections to the San Francisco Bay and the nearby hilltops, while reflecting the spirit of sustainability in the larger Plan Area. There are five main open spaces in the Plan Area that together form a network that promotes views in many directions along with desirable pedestrian access through the site. Three of these open spaces act as “community gateways” through the site. The first at the western end of A Alley slopes down to the west and provides accessible entry for pedestrians from Executive Park Boulevard West and Blanken Avenue. The second “gateway” lies between Buildings 8 and C, slopes steeply down to the south with entry from Harney Way. The third slopes steeply to the south and connects Harney Way to the site between Buildings 6 and 7. Each “gateway” shall be developed to be fully accessible with stairs, ramps and/or sloping walkways as well as flatter usable spaces.

Two additional open spaces exist that provide public amenities such as seating, plantings, and possible public art. The area between Buildings D and E contributes to the larger network of open spaces that provide pedestrian connections through the site to the Bay and nearby hilltops. This space is planned to be open to the public 24 hours. While shared amenities like BBQs and fire pits are planned for resident use only, public amenities include seating and an outdoor fitness area.

The open space between Buildings 5 and 6 provide a plaza space over structure below with gathering spaces adjacent to retail planned in Building 6. An opportunity for an overlook toward the Bay exists on the eastern edge of the space.

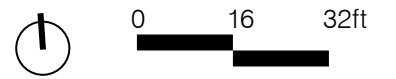
Open spaces within the Plan Area shall provide warm, durable, high quality materials. Unit paving and textured colored concrete paving shall be used to highlight special areas. The lighting strategy shall incorporate a variety of lighting types that include building-mounted fixtures, pole lights, bollards, and low-level fixtures that provide levels of illumination that make spaces feel safe at night, while creating an inviting atmosphere. Excessive brightness shall be avoided to protect dark skies. All fixtures shall be confirmed with SFPUC and other relevant City agencies against current standards before installation.

Furnishings within the open spaces shall be durable and vandal-resistant requiring low levels of maintenance over time. Some seating shall be provided with backrests and armrests that meeting current accessibility codes. Trash receptacles shall accommodate separate collection of recyclable materials.



KEY PLAN

figure 52: plan A: Building D + E Open Space



accent paving



courtyard



human scale outdoor spaces

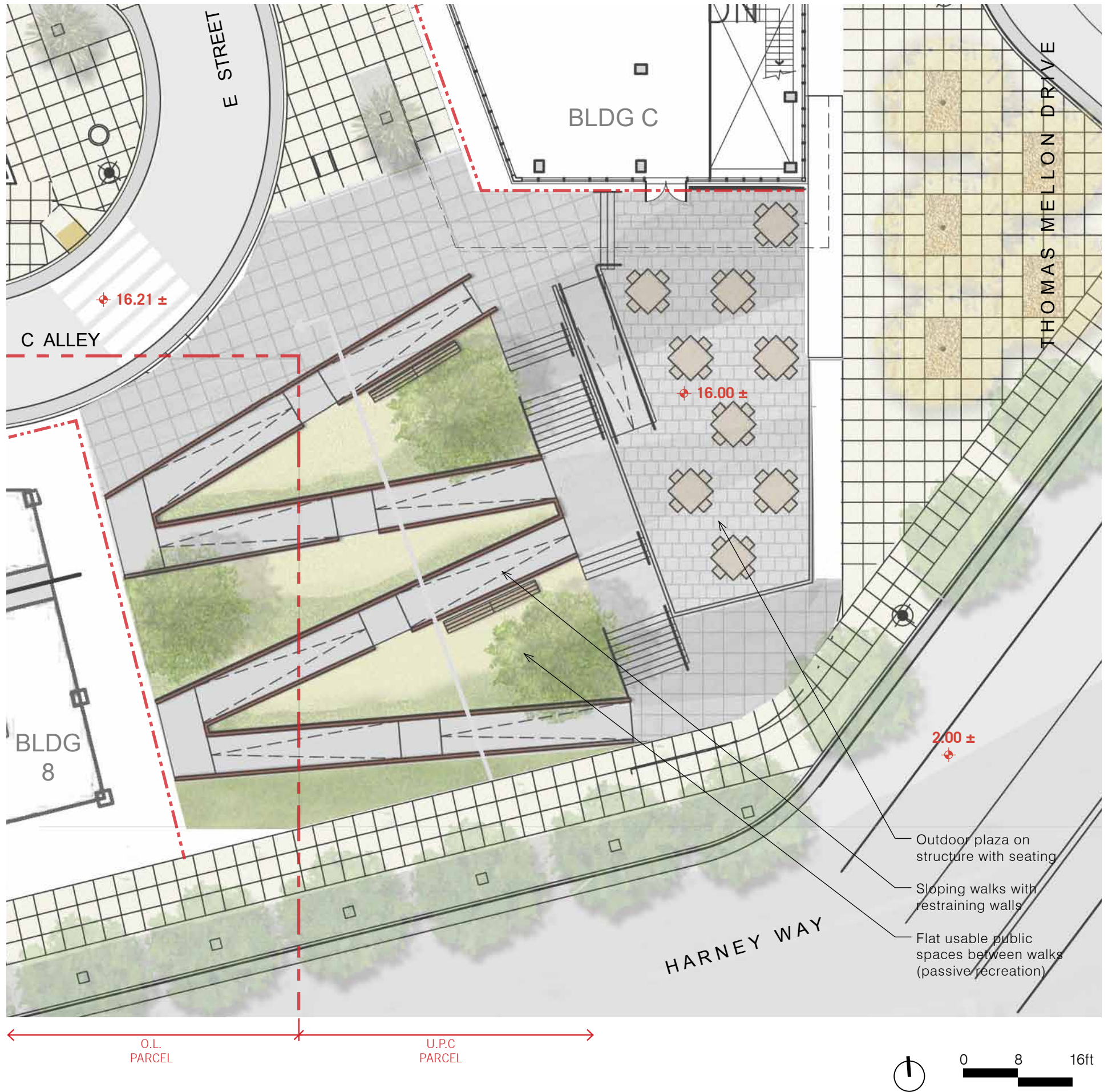


alternative paving materials



KEY PLAN

figure 53: plan B: Thomas Mellon at Harney Way Open Space



passive recreation areas



outdoor plaza

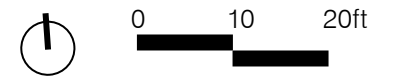
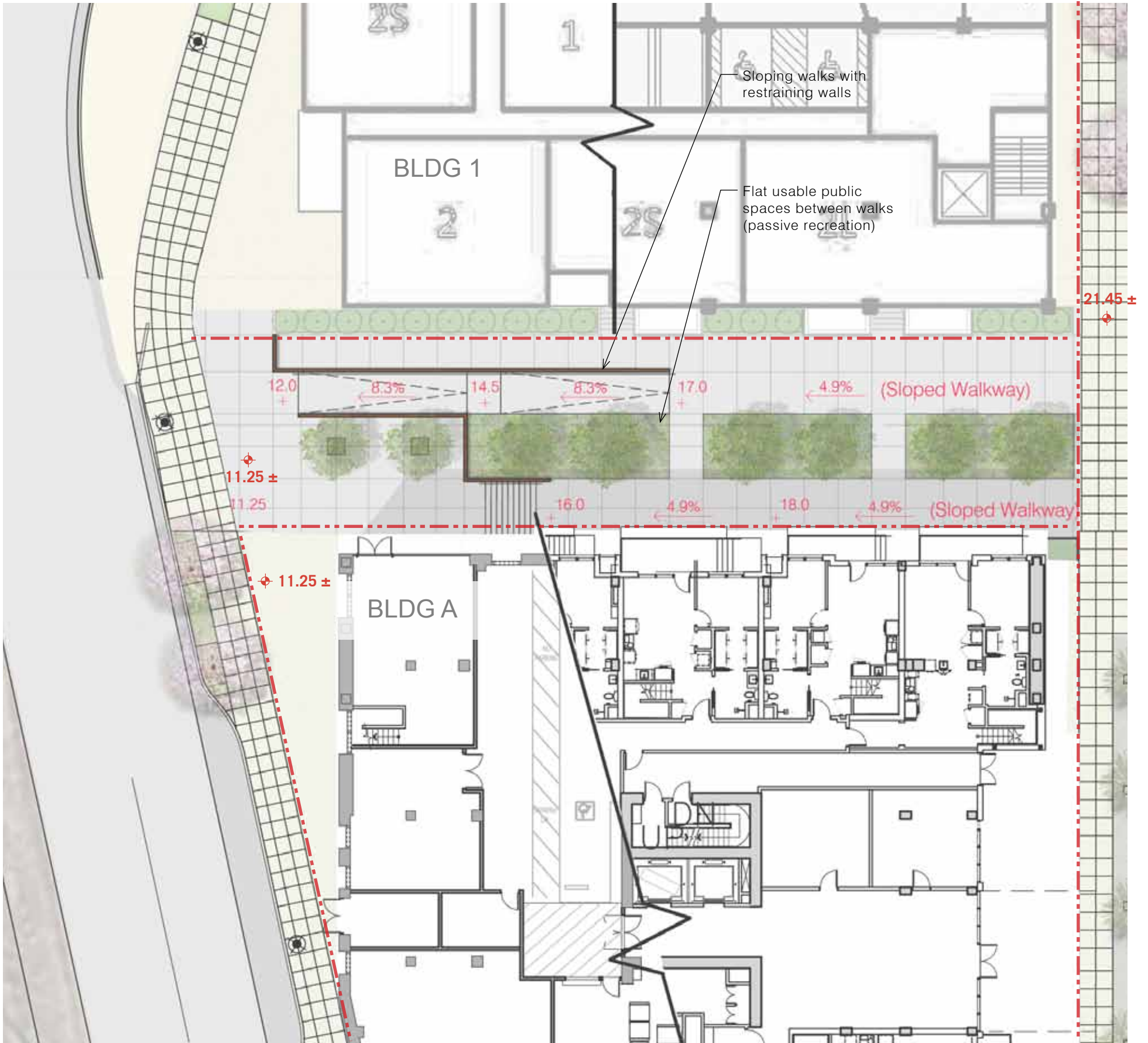


terraced open space



KEY PLAN

figure 54: plan C: A Alley at Executive Park West Open Space



parkway



parkway



paseo

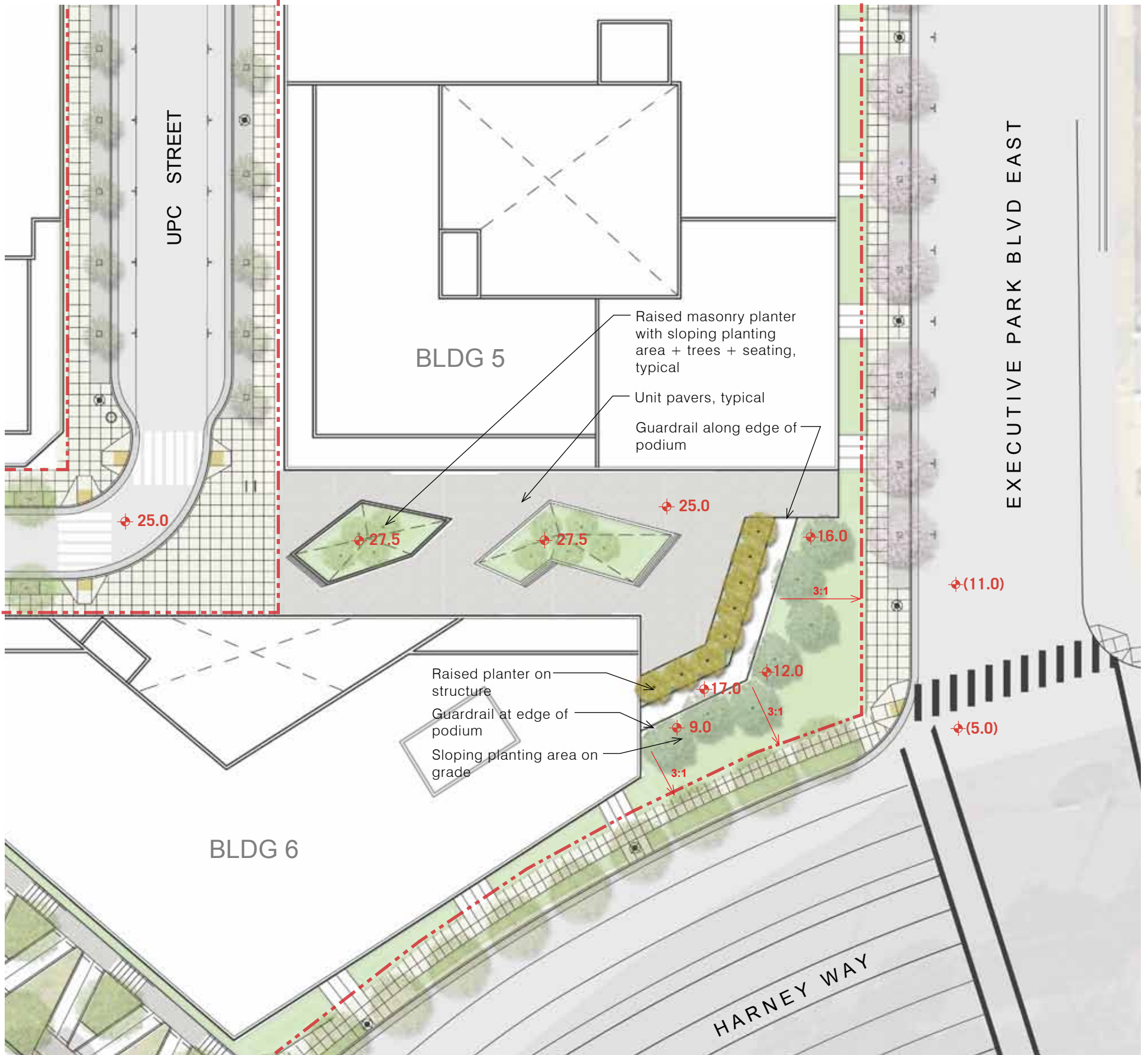


KEY PLAN

*Note:

- Frontages of buildings 5+6 along Executive Park Boulevard East and Harney Way shall be activated with entries. The open space between buildings 5+6 shall provide a direct connection between the upper level and the street level. See also conceptual design alternatives on sheet 49B.
- Additional work on this plaza will happen when the buildings go forward with their entitlements.

figure 39: plan D: A Alley at Executive Park East Open Space



raised planter with seating



unit pavers



guardrail

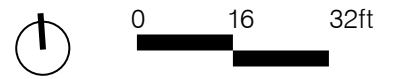
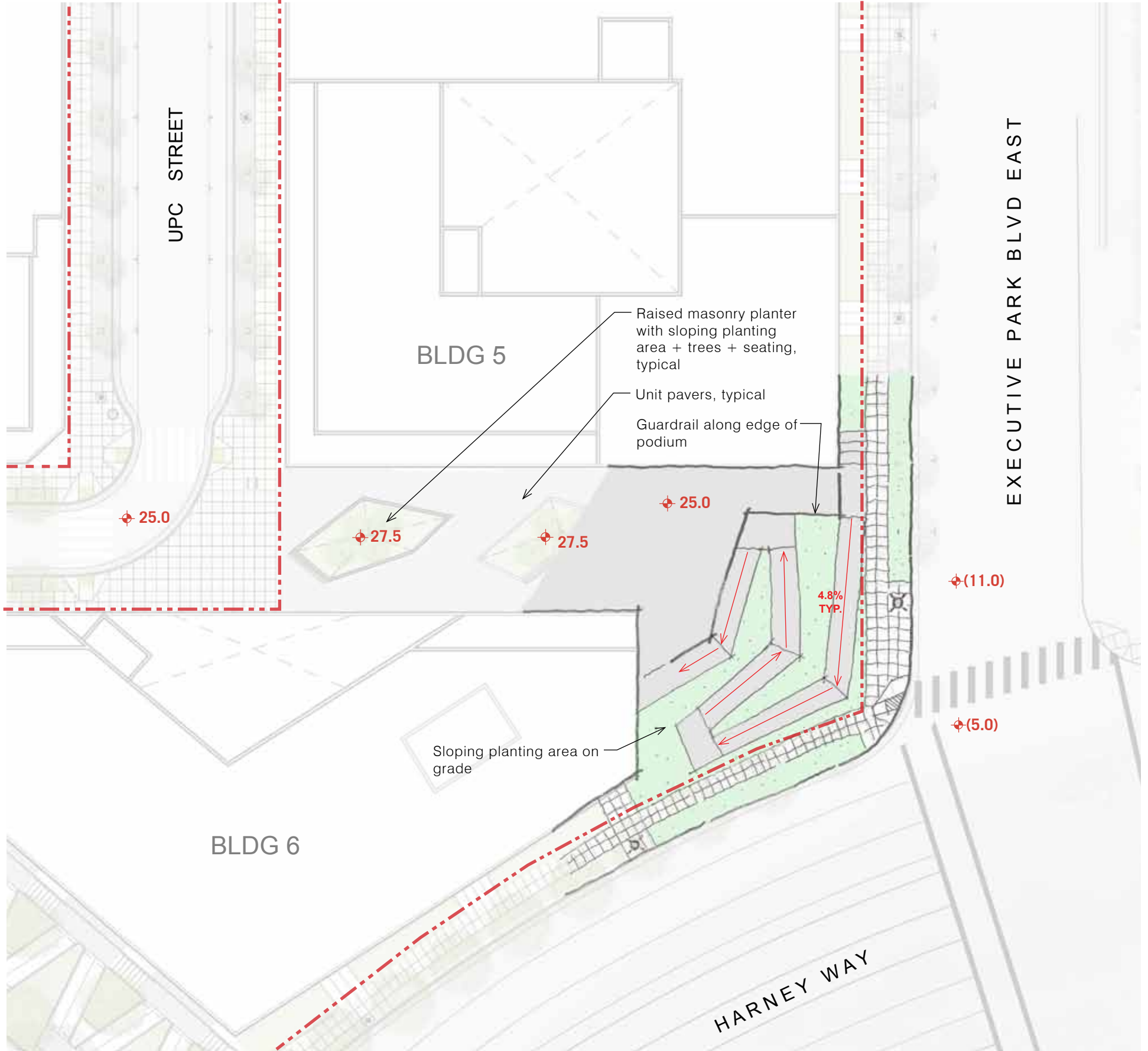


KEY PLAN

*Note:

- Frontages of buildings 5+6 along Executive Park Boulevard East and Harney Way shall be activated with entries. The open space between buildings 5+6 shall provide a direct connection between the upper level and the street level.
- Additional work on this plaza will happen when the buildings go forward with their entitlements.

figure 39B: plan D: A Alley at Executive Park East Open Space - (Alternative)



raised planter with seating



unit pavers

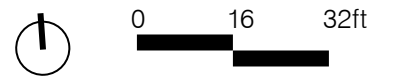
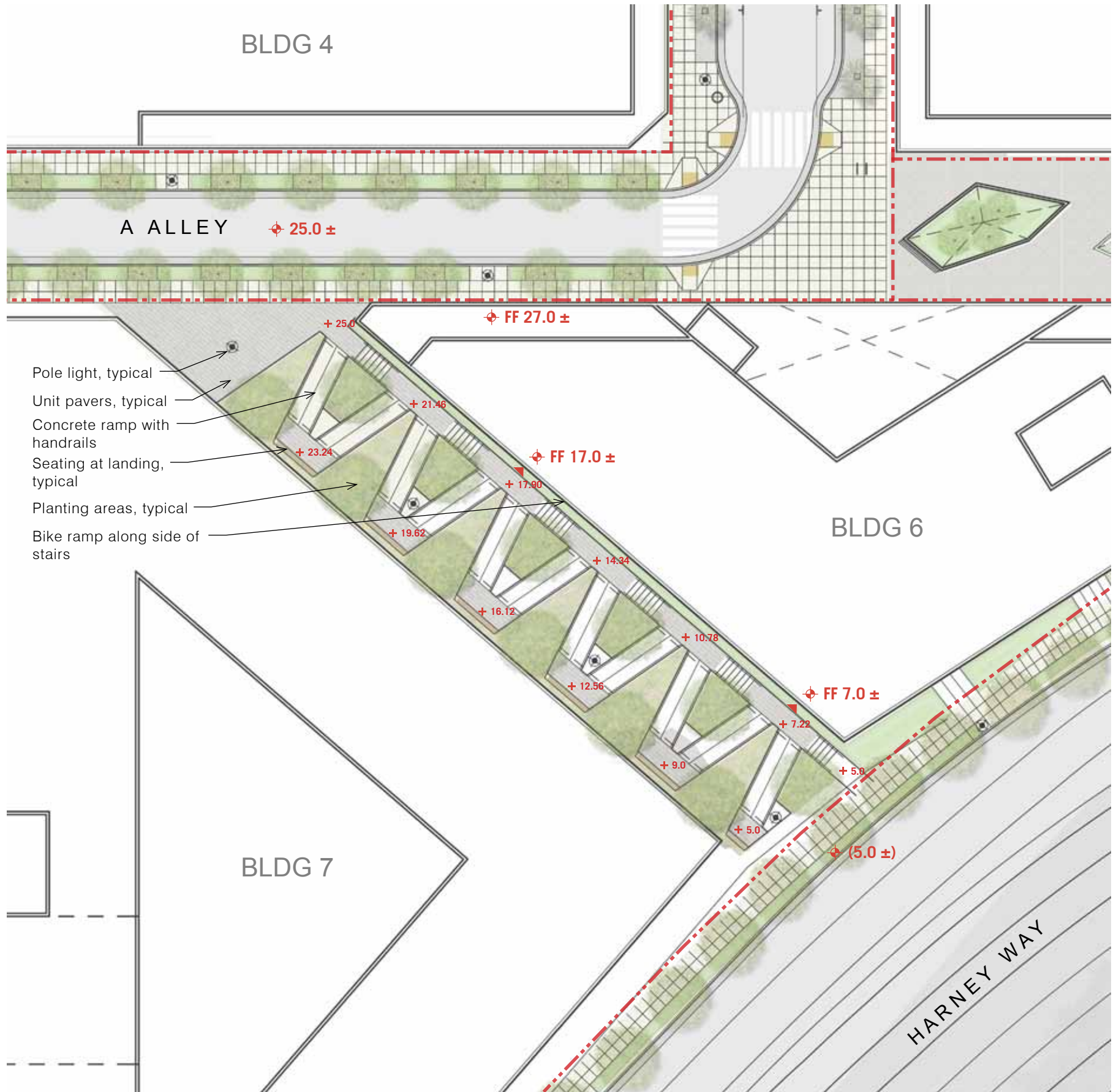


guardrail



KEY PLAN

figure 40: plan E: Pedestrian Way Open Space



concrete and wood bench



unit pavers

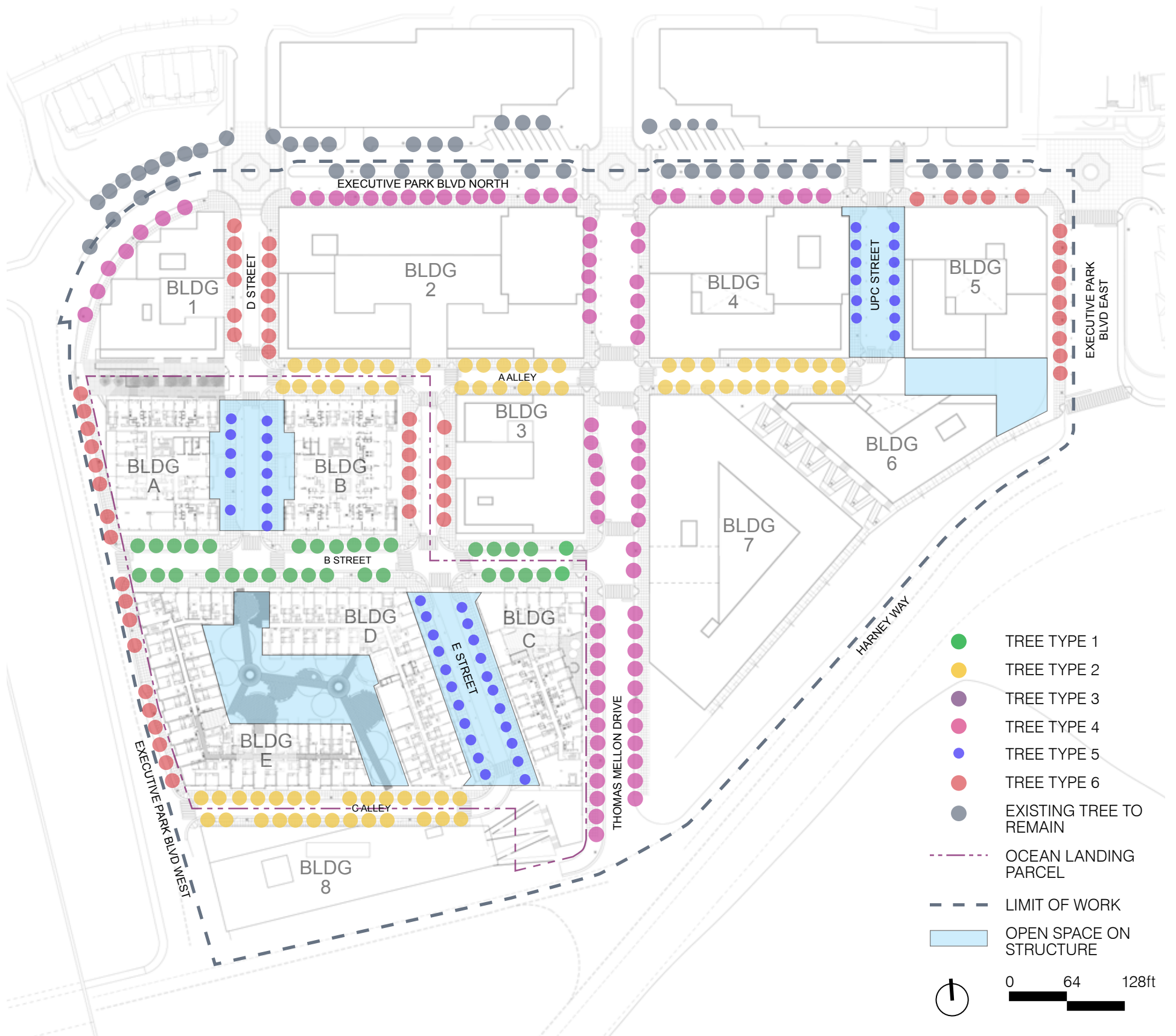


pole light

section 5

street trees

figure 58: Street Tree Plan



tree type 1



Ceratonia siliqua
Carob

Arbutus marina
Strawberry Tree

Corymbia ficifolia
Red Flowering Gum

Corymbia citriodora
Lemon-scented Gum

tree type 2



Yucca gloriosa
Yucca

Cordyline australis
Cabbage Tree

Myrica californica
Pacific Wax Myrtle

Olea europaea 'Swan Hill'
Olive

Rhamnus alaternus
Italkian Buckthorn

street tree palette

Trees will be installed and selected pursuant to the Better Streets Plan. The Better Streets Plan requires tree species selection and placement to be consistent with the goals of a particular street.

Ceremonial streets, commercial streets, major thoroughways, and other streets important to the city pattern should use formal, consistent planting palettes chosen for their distinct design qualities to provide a strong aesthetic character and facilitate place recognition.

Neighborhood residential or smaller streets may use a more diverse, less formal planting palette to indicate neighborhood preference and create a rich planting variety.

On DPW maintained streets, the Bureau of Urban Forestry may require specific tree species.

Consistent plantings, flowering species, and accent trees add aesthetic value.

Accent trees, distinguished by their contrasting color, texture, or size, may be used to alert motorists to approaching intersections or mark the entrances of city parks and plazas.

tree type 3



Corymbia ficifolia
Red Flowering Gum



Corymbia citriodora
Lemon-scented Gum

Generally, trees with columnar form are appropriate for narrower planting spaces such as small streets, alleys, and narrow medians.

Trees with overarching canopies and medium density foliage are appropriate on wider streets, such as mixed-use streets, throughways, and boulevards.

tree type 4



Tristania conferta
Brisbane Box



Lyonothamnus floribundus
Santa Cruz Island Ironwood

Medium-sized trees with light to medium density foliage are appropriate on neighborhood residential and commercial streets.

tree type 5



Yucca gloriosa
Yucca



Cordyline australis
Cabbage Tree



Myrica californica
Pacific Wax Myrtle

tree type 6



Tristania laurina
Water Gum



Metrosideros excelsa
New Zealand Christmas Tree

Muhlenbergia rigens | Deer Grass
Muhlenbergia lindheimeri | Lindheimer's Muhlygrass
Iris germanica | Iris
Agave alba medio picta | White-Striped Century Plant
Agave huachucensis | Parry's Agave
Aeonium 'Cyclops' | Giant Red Aeonium
Cotyledon orbiculata | Pig's Ear
Aloe 'Johnsons Hybrid' | Aloe
Adenanthos drummondii | Albany Woollybush
Leucadendron 'Red Tulip' | Leucadendron
Cussonia spicata | Spiked Cabbage Tree
Libertia peregrinans | New Zealand Iris
Euphorbia myrsinites | Myrtle Spurge
Sedum 'Blue Carpet' | Sedum
Sedum 'Dragon Blood' | Sedum

low planting palette



Giant Red Aeonium



Perry's Agave



Myrtle Spurge



Sedum



Deer Grass



Aloe



Lindheimer's Muhlygrass



Leucadendron



Pig's Ear



New Zealand Iris

Maximizing planting areas, seasonal color, and biodiversity is the main objective of the Streetscape Master Plan's planting strategy.

Other important criteria for plant palette selection are drought tolerance, low water requirements, low maintenance, durability and longevity, pleasant scent and habitat value for birds and pollinators. Substitutions to the plant palette are acceptable using locally grown native plant species if available in sufficient quantity at the time of installation. The irrigation needs of the landscape designs will need to be less than the maximum allowable water allowance per SFPUC's Water Efficient Landscape Ordinance, but the plan does recommend installing permanent irrigation systems. The source of water for irrigation may be provided by one or a combination of the following options: a connection to the City's water distribution system or on-site storm water reuse.

section 6

streetscape materials and furnishings

figure 42: Street Furnishing Plan

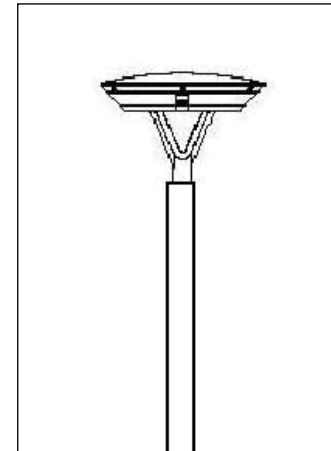




Existing Street Light Type 1



San Francisco Standard Vehicular Pole Light Architectural Area Lighting



San Francisco Standard Pedestrian Pole Light Louis Poulsen (LP140)



Existing Street Light Type 2



Vehicular Pole Light Alternate Hess Linea



Pedestrian Pole Light Standard Alternate Hess Linea

street lighting

Design Aesthetic: Lighting elements will be installed and selected pursuant to the Better Streets Plan. Lighting elements should have a contemporary design language of clean lines, simple forms, and fixtures and pole color shall be black to match existing lighting on surrounding streets.

The Better Street plan requires street lighting poles to be located on the sidewalk close to the curb on the curb side edge, or centered within, the furnishing zone.

Align pedestrian lighting poles with the street lighting poles. However, on very wide sidewalks pedestrian lighting poles may be farther from the curb than the street lighting poles to light the primary walkway.

Street lighting fixtures illuminate both roadway and sidewalk and are typically 20 to 30 feet high. Typically, the taller the pole height, the larger the area each lighting fixture can illuminate which will allow for wider spacing and fewer fixtures.

Pedestrian-scale lighting fixtures, typically 12 to 15 feet high, illuminate pedestrian-only walkways and provide supplemental light for the sidewalk. Pedestrian-scale fixtures should be encouraged to improve pedestrian lighting on key streets, and considered in areas with high nighttime pedestrian activity and/or wide sidewalks. They should also be considered for narrow streets, including local access lanes, alleys, shared public ways, and pedestrian pathways, that can be adequately illuminated with these fixtures alone.

Light levels must conform to all applicable Codes. Refer to Chapter 6, Figure 6.9 in the Better Streets Plan for preliminary targets for pedestrian light levels.



San Francisco Standard
Bike Rack



San Francisco Standard
Trash Receptacle



Bench with backrest and armrests



Bike Rack Alternate



Trash Receptacle Alternate



Bench

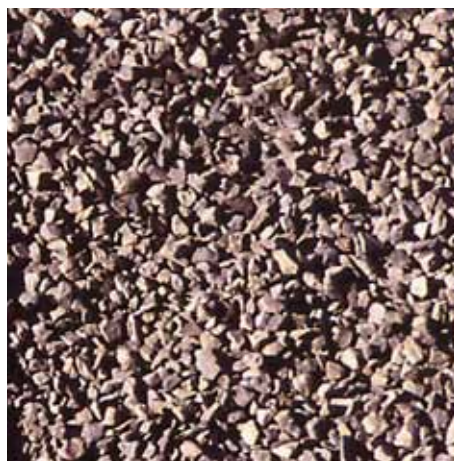
trash cans, bike racks, and seating

Design Aesthetic: Bicycle racks, and trash receptacles will be installed and selected pursuant to the Better Streets Plan. Bicycle racks, and trash receptacles all share a contemporary design language of clean lines, simple forms, and colors chosen from a natural, earth tone palette.

Bicycle Racks: Bicycle racks should conform to SFMTA's bicycle rack placement criteria. Bicycle racks should be frequent in active commercial districts. Racks should be provided near major destinations such as schools, libraries, transit stops, major shopping and service destinations, and other locations with high pedestrian traffic. Where parking meter consolidation programs (as described later in this section) are implemented, bike racks should be provided to replace meter poles, or meter poles should be retrofitted with rings to allow bike parking. Racks should be located in either the furnishings zone or on curb extensions where possible. Racks should not be placed at accessible parking or passenger loading zones. At transit stops, bike racks should be placed near the back of the transit stop, further from the shelter (where present), or be placed outside of but adjacent to the transit stop. Bike racks placed in the furnishings zone should be perpendicular to the curb where sidewalks are wide enough so that bikes parked at them do not project into the throughway or edge zone. Where this space is not available, bike racks should be placed parallel to the curb. Perpendicular bike racks should be placed at either edge of a tree basin, a minimum of 2 feet from the edge to allow a person to easily pull their bike in and out. Quantities of bike racks shall be per City of San Francisco Planning Code.

Trash Receptacles: Trash receptacles should be located as near to corners as is practicable but out of the corner clear zone. They should be located near high activity generators such as major civic and commercial and transit destinations. There should be a maximum of one trash receptacle every 200 feet along commercial streets. A maximum of four trash receptacles should be provided at an intersection (one per corner).

Seating: Benches should be located in public open spaces. They should be located near both active and passive uses in each open space. Half of the benches should be fully ADA compliant with backrest and armrests.



Decomposed Granite at Tree Well



1 1/2" Diameter Rough Crushed Gravel at Tree Well



Cast Iron Warning Paving



Pre-cast Concrete Warning Paving



Unit Paving in Planter Strip



Concrete Paving at Sidewalk

paving standards

Paving Standards: Paving material and surface treatment will be installed and selected pursuant to the Better Streets Plan. Standard sidewalks should use concrete scored in 3'x3' squares. Permeable or porous pavers over clean drain aggregate should be used along the tree planting strip adjacent to parallel parking allowing trees, pedestrians and people accessing parked cars to coexist.