Hunters Point Shipyards Parcel A Phase 1
Streetscape Plan
Schematic Design

San Francisco Redevelopment Agency
Lennar/BVHP
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May 1, 2007 Approved Resolution No. 39-2007
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Preface

The Phase I Parcel A Streetscape Schematic Plan for Hunters Point Shipyard representing further refinements and specifications of the information in previous planning documents:

1. Phase I Parcel A Open Space & Streetscape Master Plan (Approved January 16, 2007)
2. Addendum 1: Draft Streetscape Plan (17 August 2005)

Produced by SMWM, CMG, Stevens Associates, and Hood Design for Lennar/BVHP, these two previous plans detailed the planning process and conceptual level principles behind the Phase I Parcel A Streetscape schematic designs. The Schematic Design now illustrates updated streetscape design concepts for the Hilltop and Hillside that specifically address the guidelines outlined in the Design for Development package. As a schematic design document it establishes the foundation for further design development.

Streetscape Schematic Design Overview

The Hunters Point Shipyard Streetscape Schematic Design presents streetscape design for both new and existing street improvements in Parcel A. These streets are part of the new infrastructure that will be established and consists of: new street utilities, sidewalks, paving, trees and planting, lighting, signage and street furnishings. The Hunters Point Streetscape Master Plan melds together input from the surrounding community, the developer Lennar/BVHP, the San Francisco Redevelopment Agency and the City and County of San Francisco.

Because the Shipyard has only minimal usable infrastructure, the Hunters Point Shipyard project team is in a unique and enviable position of starting a new San Francisco neighborhood from the ground up. Parcel A will be a residential neighborhood. The goal of the street design is to provide infrastructure development and circulation planning for pedestrians, bicycles, mass transit and automobiles. The scale of the treatments will be geared towards a more intimate pedestrian experience. By clearly articulating vehicular and pedestrian ways, the design will help minimize conflicts between the various types of users and make the new neighborhood safer for all. The streetscape design treatments will vary to support diverse functions and the anticipated use of the new streets.

Improvements will define both the character and use of each street and taken together as a whole, will create a sense of place. There will be variations among the streets due to width, anticipated pedestrian traffic and vehicle used. The design includes careful attention to appropriate lighting levels. The goal is to accommodate and encourage neighborhood activities and usage.

The Schematic Design is made up of plans, sections, materials, planting, and examples of the street site elements. This document is organized into 6 sections:

1. Introduction to Schematic Design
2. Written overview of streetscape systems in the Hillpoint and Hillside neighborhood, including parking, lighting and planting
3. Visual Overview of streetscape systems in the Hillpoint and Hillside neighborhood, including parking, lighting and planting
4. Plant Palette: trees, groundcover and shrub species illustrated with typical street sections
5. Detail Plans: Enlarged plans of streets showing illustrating streetscape components in situ
6. Details: Sections and enlarged plans illustrating site furnishings, irrigation components, walls, and finishes.
The Design for Development specifies the following criteria for residential street design:

- Provide street trees on all streets.
- Provide additional street trees and benches where their placement would contribute to the adjoining uses such as open spaces, neighborhood, commercial uses, etc.
- Create a quiet, comfortable feeling in the residential areas of the Hilltop.
- Discourage fast traffic, and encourage walking as a recreational activity.
- Provide minimum ten foot wide sidewalks.
- Make transit access to other points in the Shipyard and City convenient.

All streets within the project area feature a diverse palette of street trees and groundcover planting between the sidewalk and the street. To create a “quiet, comfortable feeling in the residential areas” the scale of the treatments are geared toward a more intimate, pedestrian perspective. The design will minimize conflicts among various types of users through the clear articulation of vehicular and pedestrian ways and lighting levels. Streetscape design treatments will vary to support the range of functions and levels of use of the new streets. The streetscape improvements were designed at the individual and collective level. While specific streetscape improvements define the particular character and use of each neighborhood street, the designs are also part of a collective representation to enhance neighborhood identity.

To “discourage fast traffic, and encourage walking as a recreational activity”, the majority of streets are scaled for residential use only, and features a pedestrian realm rich with planting with a variety of textures and seasonal color, shaded in the summer by a canopy of trees. A network of streets and paths will connect the different public spaces in parcel A as well as connect to sidewalks in the existing adjoining neighborhoods. The distinct hierarchy of streets will add clarity to vehicular circulation patterns and thus promote pedestrian safety. Galvez Avenue, the main boulevard, loops around the hilltop and hillside, framing the site and connecting it to the surrounding areas. The lushly planted Galvez Steps connects the Hilltop neighborhood to Galvez Avenue at the base of the hill and provides spaces to rest and enjoy views of the Shipyard. Sidewalks are 5’ to 8’ in width. planting and street furniture zones are also 5’ to 8 wide, with a combined typical width of 10’ to 16’. Mid-block crosswalks safely connect special public spaces. The following pages highlight various aspects of the streetscape design including tree planting, lighting, parking, pavings, crosswalks, and street furniture that address the goals of the Design for Development.

Planting Concepts

The planting concept reinforces the walkability of the neighborhood by enhancing the pedestrian right-of-way with seasonal shade, variety of colors, heights and textures of planting. This planting serves to buffer the sidewalk from the traffic on the streets. When combined with the planted setbacks of the new development, the experience will be that of strolling through a Mediterranean garden. All planting conforms to the local codes, criteria, and policies of the community.

All planting will be irrigated using the latest in water-conserving technologies including the use of recycled water. For details on specific equipment, see page 64.

Street Trees

Through their shade, seasonal color, and spatial definition, street trees create attractive, neighborhood character and identity. To promote a healthy street tree canopy at the shipyard over the long term, the tree planting design and the tailored planting palette are based upon suitability factors such as sustainable horticultural criteria and installation techniques. The species chosen in schematic design include Yarwood Sycamore, ‘Festival’ American Sweetgum, Purple-Leaf Plum, Washington Thorn, Victorian Box, Ginkgo Biloba, Callery Pear, and Brisbane Box. The installation size is a 24” box. The bulk of the planting palette is deciduous, with the exception of the Victorian Box and Brisbane Box trees, which will be selectively planted as wind barriers. The deciduous species will afford better vistas of the waterfront and add seasonal variety.

The street tree planting plan specifies a preferred particular species for each street, to be planted along its entire length. Where infrastructure requirements (underground vaults, streetlights, etc), city-mandated setbacks and sight distances allow, the trees will be planted at intervals of 20-30’, on center depending on each individual species’ recommended spacing. Trees will be installed, where possible, in a continuous planting trench to facilitate their growth and long-term health. Structural soil will be used in the trench between the individual tree wells.

This structural soil allows adequate porosity for oxygen penetration needed for healthy root growth, yet is stable enough to support paving.

Subsequent to publication of the Phase I Parcel A Open Space & Streetscape Master Plan (1/2007), several refinements to the planting palette have been made as a result of further consultation with other team members and City agencies.

### Street Trees

- **Coleman Street**: Raywood Ash / Chinese Hackberry, Yarwood Sycamore
- **Kirkwood Avenue**: Raywood Ash, Yarwood Sycamore
- **Danahue**: Yarwood Sycamore, ‘Festival’ American Sweet Gum
- **Navy/Giffith Road**: Washington Thorn, Brisbane Box
- **Oakdale Avenue**: Brisbane Box, Washington Thorn

### Shrub and Ground Covers

Shrubs and ground cover planting will provide erosion control and allow for good visibility for safe pedestrian and vehicular circulation. This plan specifies drought tolerant plants that are in conformance with the local codes. Flowering groundcovers and shrubs in hues of purple, white, yellow, and orange will enliven the pedestrian zone and lend a vibrant character to the overall neighborhood. As such, the plant palette list on page 4.10 consists of adaptable species that grow within this microclimate —in shallow, hillside soil amidst water runoff and intense dryness from sun and wind. Once mature, these plants will protect the hillsides from erosion and need little water or maintenance. All shrubs and ground covers will have triangular spacing and shall have complete coverage. Soil amendments should be incorporated into the soil prior to ground cover planting. Groundcovers will share planter areas with street trees.
Sidewalk Paving

The paving will be cast-in-place concrete with a 2’-6” scored joint module. It is intended that materials and construction methods be consistent with all engineering requirements for this kind of paving type. Curb cuts will meet the City’s standard requirements. The sidewalk paving is intended to provide a backdrop for site furniture and the daily activities of the area. The sidewalks must also be maintainable. The paving has been designed to have a regular pattern of joints so the various site furniture elements such as: lights, trash receptacles, bike racks, etc., can easily fit. The streetscape plans have the following general characteristics:

- Sidewalks will be five feet (5’) to eight feet (8’) wide throughout most areas.
- At intersection corners, sidewalks are approximately eight feet (8’) wide.
- The sidewalk has been divided into two functional longitudinal zones:
  - A minimum five-foot (5’) wide clear pedestrian zone adjacent to building frontages.
  - A street furnishing zone which varies from five feet (5’) to eight feet (8’).

For detailed plans of the typical sidewalk see page 6.5.

Crosswalks

The general design intent of all crosswalks is:

- To clearly identify for pedestrian crosswalk users those areas that are safe and those areas that are unsafe.
- To further differentiate each of the various functional zones of the street in crossing.
- To provide a unified expression of design for all crosswalks along the streets.

The most important principle related to the functional requirements of crosswalks is the provision of a maximum, feasible safe path of travel for all crosswalk users, including the disabled.

Key criteria include:

- Curb ramps at crosswalks will be City and County of San Francisco’s model with detectable wayfinding edge for persons with visual impairment.
- Median pedestrian refuges will be raised on a curb except for a pedestrian/wheelchair pass-through.
- The curb will be mountable in order to minimize damage from turning trucks or other vehicular traffic.
- Pass-throughs at median pedestrian refuges will have a surface texture and color similar to the sidewalk to make the refuges discernible as safe locations for pedestrians.
- Pass-throughs will be five feet (5’) wide. Pass-throughs will align with sidewalk curb ramps on either side of the street.

For detailed plans of the typical ramps see curb ramp details (pages 6.6-6.13).

Lighting ‘zones’ will be developed as follows

- The major circulatory road, Galvez Avenue, will incorporate aesthetic double-luminaire pole mounted lights that are spaced at +/- 100’ intervals. Lighting intensity will be high to emphasize the importance of the space. Light pole spacing of future MUNI electric bus routes shall be no greater that 100’. Poles and fixtures will be supplemented with additional load-bearing capacity, to accommodate MUNI catenary lines and/or traffic signal mast arms, as needed. The standard steel strain pole, as required by MUNI to support the overhead electrical system, will generally be sixteen feet (16’) high and taper from the twelve inch (12”) diameter base. A full-depth sidewalk from curb to back of sidewalk and 4’ parallel to the street of either side on the light poles of the future OCS routes will be provided as well as such poles that are in accordance with City tree planting guidelines.
- Neighborhood streets will have lower lighting intensity and serve as a buffer condition between public and private areas. The fixtures will be spaced at +/- 100’, alternating centers.
- The 16’ light pole is the LUMEC S56 with a high pressure sodium-bulb. The pole color is BE2TX midnight blue (see sheet 6.1).

The selected light fixtures for the major circulatory road, neighborhood streets, footpaths and parks should help create a new image for the Shipyard that both reflects and enhances the identity of this community. For images of the selected light fixtures, see page 6.1.
Site Furnishings

The intent of the site furnishing system is to provide a safe, convenient, and aesthetically pleasing pedestrian environment. The site furnishings are kept to the essential types and quantities to avoid unnecessary and unsafe street clutter.

The elements and style of the site furnishings, as detailed in the following pages, have been developed to be in the same “family” and to represent a simple and modern, yet, timeless style. Site furnishing elements will include site lighting, trash receptacles, and bicycle racks.

The placement of the site furnishings is limited to the “Street Furniture Zone” as discussed in the Paving Section on page 2.2. Site furnishings have been located in logical and appropriate locations: trash receptacles at corners and at mid-block crossings. Where possible and practical, site furnishings have been clustered together, and no site furnishings have been placed in the “Clear Zone” which has a minimum of five feet (5’) from the inside edge of the crosswalk. All site furnishings are nishings have been placed in the “Clear Zone” which has a minimum of practical, site furnishings have been clustered together, and no site fur

There are many specific functional criteria related to the design and placement of street furniture elements which are located to the following minimums:

- Install in the eight foot (8’) curb furniture zone.
- Eighteen inches (18”) from the outside edge of the curb.
- Four feet (4’) from any driveway, wheelchair ramp, blue zone parking space, or curb cut.
- Five feet (5’) from any fire hydrant.
- Three feet (3’) from any MUNI transit shelter.
- Six feet (6’) from curb of bus zone.
- Three feet (3’) from other structures such as street light poles, utility valve, or utility box.
- Where possible, street furniture elements should be contrasting in color to the sidewalk so as to be visible to visually impaired pedestrians.
- Located in accordance with ADA guidelines and Title 24 accessibility requirements.
- Readily available and of standard manufacture for cost savings and ease of replacement.

Trash Receptacles

Two trash receptacles will be provided at each intersection. The trash receptacles will be placed in the street furniture zone near the curbs.

Bicycle Racks

Bicycle racks will be located in two locations as space permits. They are placed in the street furnishing zone which allows a minimum of six feet (6’) of clear pedestrian through space (including when the bicycles are parked at the rack). They will also be placed to allow at least forty-eight inches (48”) of clearance between the bicycles parked at racks and any other street furniture. Where possible, bicycles will be located near building entrances, bus stops, and open spaces.

Bicycle Accessibility

Bicycle access is an important component of enhancing connectivity to the shipyard. Donahue Street between Galvez and Kirkwood, will be striped and dedicated to a Class II Bicycle Lane, assigning a portion of the right-of-way to bicyclists and reducing conflicts. The bike lane will connect to Bicycle Route 68 of the citywide Bike Plan. In addition, a shared Class III Bicycle Route will provide a connector route from Innes Avenue, through Innes Court, to Hillpoint Park. This particular corridor is a low volume street with slower speeds and there is ample opportunity for a car to safely pass a bicyclist. This bike route will be indicated with pavement markings and signage per City of San Francisco standards.

Street Signage and Signalization

Street signage and signalization are a significant component of urban streetscape and image. Street signalization must guide circulation safely and effectively, and signage must communicate a number of messages clearly.

Signalization will occur at major intersections of the streets in the Hunters Point Shipyard. Signage must also occur and a variety of sign types are needed. Since much of the street signage will also occur at the intersections, there is an opportunity to coordinate its placement and design. Signalization will have the capability to include prioritization for MUNI buses at all signal controlled intersections.

The location and placement of key sign types at intersections will be according to City of San Francisco DPW standards.

Several principles should be considered in the placement and design of street signalization and signage:

- Minimize visual clutter
- Minimize the number of poles required to mount signs
- Achieve a design that is compatible with other design elements
- Design compatibility with other street features, such as lighting, to enhance the overall appearance and legibility of the street environment.

**Street Signage**

Street signage must occur at a variety of places in the street environment. Street sign types include:

- Building signs
- Bicycle lane signs
- One-way signs
- Speed limit signs
- Traffic control signs
- Street name signs
- Pedestrian crossing signs
- Bicycle parking signs

**Street Signalization**

Street signalization includes:

- Signal heads
- Pedestrian signal heads
- Bicycle signal heads
- Signal poles
- Signal boxes
- Signal clusters

**Design Compatibility**

Design compatibility includes:

- Color
- Font
- Material
- Construction

**Placement Considerations**

- Accessibility
- Visibility
- Maintenance
- Durability

**Installation Considerations**

- Height
- Distance from curb
- Distance from pedestrian
- Distance from bicycle

**Maintenance Considerations**

- Access
- Replacement
- Repair

**Schematic Design**

Schematic design is a significant component of the Hunters Point Shipyard Parcel A Phase 1 Streetscape project. It includes:

- Site furnishings
- Street furniture
- Bicycle racks
- Trash receptacles
- Street signage
- Street signalization

**Contemporary Bike Rack**

Open Spaces

2-3/8” Galvanized Tubing

**Bike “Bollards”**

Building Entrances

Galvanized Tubing

“Urban Renaissance” Trash Receptacle

With Integrated Recycle Bin
HUNTERS POINT SHIPYARD PARCEL A PHASE 1 STREETSCAPE
SCHEMATIC DESIGN
CONTEXT

15 FEBRUARY 2007

Hillside

Hilltop

Crisp Street

Spear Avenue

Jerrold Avenue

Friedell Street

Coleman Street

Donahue Street

Innes Avenue

Innes Court

Kirkwood Avenue

Navy Road

Oakdale Road

3.1
AREA TO BE MODIFIED WITH REALIGNMENT OF GALVEZ TO BE SUBMITTED UNDER SEPARATE SCHEMATIC PACKAGE

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<th>TREE NAME</th>
<th>QUANTITY</th>
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<tr>
<td>Platanus acerifolia 'Yarwood'</td>
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<tr>
<td>Ginkgo biloba 'Saratoga'</td>
<td>21</td>
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<tr>
<td>Prunus cerasifera 'Krauter Vesuvius'</td>
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<tr>
<td>Liquidambar styraciflua</td>
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<tr>
<td>Pittosporum undulatum</td>
<td>23</td>
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<tr>
<td>Pyrus calleryana 'Chanticleer'</td>
<td>74</td>
</tr>
<tr>
<td>Celtis sinensis</td>
<td>2</td>
</tr>
</tbody>
</table>

LEGEND

- **TREES**
  - Street Light
  - Pedestrian Light
  - (E) Street Light

3.2

HUNTERS POINT SHIPYARD PARCEL A PHASE 1 STREETSCAPE

SCHEMATIC DESIGN

HILLTOP TREES & LIGHTING OVERVIEW

1"=40' 0  20  40  80  120  160  200 feet

15 FEBRUARY 2007
HUNTERS POINT SHIPYARD PARCEL A PHASE 1 STREETSCAPE

SCHEMATIC DESIGN

HILLTOP PAVING, GROUNDCOVER AND BIKE ROUTES OVERVIEW

15 FEBRUARY 2007

AREA TO BE MODIFIED WITH REALIGNMENT OF GALVEZ TO BE SUBMITTED UNDER SEPARATE SCHEMATIC PACKAGE

PAVING

BIKE ACCESSIBILITY

GROUND COVER

- Abelia grandifolia ‘Prostrata’
- Glossy Abelia
- Agapanthus ‘Queen Ann’
- Lily-of-the-Nile
- Ceanothus gloriosus ‘Anchor Bay’
- Wild Lilac
- Cistus salviifolius
- White Rockrose
- Coprosma ‘Verde Vista’
- Coprosma
- Dites bicolor
- Fortnight Lily
- Escallonia ‘Compakta’
- Escallonia
- Euonymus radicans ‘Colorata’
- Colorata Winter Creeper
- Felicia amelloides & Limonium Porezzii
- Blue Marguerite & Sea Lavender
- Gazania rigens
- Trailing Gazania
- Hebe ‘Patty’s Purple’
- NCN
- Hemerocallis Hybrids & Gazania rigens
- Evergreen Day Lily
- Trailing Gazania
- Kniphofia ‘Uvaria’
- Poker Plant
- Lantana montevidgesis
- Trailing Lantana
- Myrtus communis ‘Compacta’
- Dwarf Myrtle
- Nandina domestica ‘Harbour Dwarf’
- Dwarf Heavenly Bamboo
- Pittosporum tobira ‘Wheeler’s Dwarf’
- Dwarf Tobira
- Rhaphiolepis indica
- Dwarf Indian Hawthorn
- Rosa alba ‘Meidiland’
- White Meidiland Rose
- Rosmarinus officinalis
- Prostrate Rosemary
- Sahila leucantha
- Mexican Bush Sage
- Trachelospermum jasminoides
- Star Jasmine

Street
- Street not in scope
- Sidewalk
- Paving

Class III “Sharrow” Bike Route
- Class II Bike Route

15.00
3.3
Agapanthus 'Queen Ann'
Lily-of-the-Nile
Cistus salviifolius
White Rockrose
Dietes bicolor
Fortnight Lily
Escallonia 'Compakta'
Escallonia
Eunonymus radicans 'Colorata'
Colorata Winter Creeper
Gazania rigens leucolaena
Trailing Gazania
Myoporum parvifolium
Myoporum
Pittosporum tobira 'Wheeler's Dwarf'
Dwarf Tobira
Rhaphiolepis indica
Dwarf Indian Hawthorn
Salvia leucantha
Mexican Bush Sage
Parking Spaces
Blue Zone Parking
Pedestrian Crosswalk

Total Number of Parking Spaces on Hilltop Area = 180
Total Number of Blue Zone Parking Spaces on Hilltop Area = 10

Pedestrian Crosswalk

Total Number of Parking Spaces on Hillside Area = 89
Total Number of Blue Zone Parking Spaces on Hillside Area = 4

Not to scale

15 February 2007

HILLTOP PARKING

HILLSIDE PARKING
Hilltop: Hudson Avenue

Saratoga Maidenhair
Ginkgo biloba ‘Saratoga’

Graceful, hardy, deciduous tree. It is attractive in any season. Leathery, light green, fan like leaves turn gold in fall. The crown is narrow to spreading, even umbrella shape. Slowly grows to 20'-30' but can reach 35'-40', spreading to 25'-40' in width. Tree is resistant to oak-root fungus, and generally not effected by insects.

Maidenhair Tree is widely planted in San Francisco and will perform well at Hudson Avenue.
**Hilltop: Jerrold Avenue and Galvez Steps**

**Victorian Box**  
*Pittosporum undulatum*

Dense, dome-shaped tree of great beauty. Has medium to dark green, glossy, wavy-edged leaves. Fragrant, creamy white flowers in early spring. Moderate growth to 15’, then slowing to an eventual 30’-40’ with equal width. This evergreen tree will perform well in this urban setting. The best planting result will be if planted in amended structural soil mix. The landscape design intent at the Jerrold Avenue is to create a continuous, unified tree canopy and provide seasonal change.
Hilltop: Donahue Street

'Festival' American Sweet Gum
Liquidambar Styraciflua

Cone-shaped hardwood tree with star-shaped leaves. Branching pattern and furrowed bark provides winter interest. Grows to 60 feet with branches spreading to 20-25 feet.

'Festival' is narrow and columnar with light green foliage that turns brilliant shades of yellow, peach, orange and red in the fall. 'Festival' is pest and oak fungus resistant.
Yarwood Sycamore
Platanus acerifolia 'Yarwood'

This deciduous tree with cream-colored upper trunk and limbs was selected for Donahue Street. Lobed leaves are 4"-10" wide. It can be pollarded to create a dense, low canopy. Fast growth to 30’-50’ with a 25’-30’ spread. Brown ball-like seed clusters hang from branches on long stalks through winter. Tolerates most soil, stands up under city smog, soot, dust, and reflected heat.

‘Yarwood’ is a relatively new variety developed at U.C Berkeley to resist mildew. This fast grower will provide a strong edge planting along those busy pedestrian, vehicular and transit streets.
Purple Leaf Plum
Prunus cerasifera ‘Krauter Vesuvius’

This tree has the darkest leaves of all flowering plums. Flowers are light pink in February and March. It has little or no fruit. Wide, upright branching pattern to 18’ with 12’ width and up to 30’ in height.

This deciduous, ornamental tree is valued for an attractive shape, foliage texture and color as well as flower display in springtime. It is appropriate tree selection for sites with height limitations.

Purple Leaf Plum is also featured in the Galvez Steps.
Hilltop: Galvez Steps

Chinese Hackberry
Celtis sinensis

A deciduous tree with a rounded crown and glossier leaves than the common hackberry. Reaches up to 50' or more and has inconspicuous flowers. When established, it will take heat, drought, and alkaline soil.

The Chinese Hackberry Tree will be introduced at Galvez steps to provide tree variety, to support birds, and to create a park-like setting.

*see sheet 5.23 for Galvez Stairs section
Hilltop: Innes Avenue

Chanticleer Ornamental Pear
Pyrus calleryana ‘Chanticleer’

A deciduous tree, narrow but not columnar. Long, broad, oval, scalloped dark green leaves are glossy and leathery. Pure white flower blossoms appear in clusters during spring; fall red color. Grows to 35’ with 15’ spread and has an excellent form and urban adaptability. Consistency in form and seasonal interest throughout the year make this tree a good choice for Innes Avenue.

INNES AVENUE TREE PLANTING
Brisbane Box
Tristania conferta

This tree is an evergreen with upright growth and crown that eventually is broad and rounded. Bright green, oval, leathery leaves that tend to cluster toward tips of branches. Creamy, white flowers appear in clusters in summer. Fruit is woody and capsule-like. Reddish-brown peeling bark. Fast growth to 30'–60', with a spread to 25'.

Brisbane Box is well suited to coastal conditions, needing no supplemental water once established. Upright in habit, it is a recommended tree for narrow streets. Brisbane Box is an excellent tree and can be seen in neighborhoods throughout San Francisco. This selection, suitable for the narrow sidewalk of Navy Road and Griffith Road, will provide the required height and screening.
Hillside: Oakdale Street

Washington Thorn
Crataegus phaenopyrum

Deciduous tree, more graceful and delicate than other hawthorns. Glossy leaves with sharp, pointed lobes. Foliage turns beautiful orange and red in fall. Small, white flowers bloom in clusters late spring, early summer: Shiny red fruit from autumn into winter. Moderate growth to 25’ with 20’ spread. Least susceptible to fire blight.

Washington Thorn Tree is a good selection for Oakdale Street, because it will provide year round interest.
Abelia grandifolia 'Prostrata'
Glossy Abelia

Agapanthus 'Queen Ann'
Lily-of-the-Nile

Ceanothus gloriosus 'Anchor Bay'
Wild Lilac

Cistus salviifolius
White Rockrose

Coprosma 'Verde Vista'
Coprosma

Escallonia 'Compakta'
Escallonia

Eunonymus radicans 'Colorata'
Colorata Winter Creeper

Abelia grandifolia
Glossy Abelia

Agapanthus 'Queen Ann'
Lily-of-the-Nile

Ceanothus gloriosus 'Anchor Bay'
Wild Lilac

Cistus salviifolius
White Rockrose

Coprosma 'Verde Vista'
Coprosma

Escallonia 'Compakta'
Escallonia

Eunonymus radicans 'Colorata'
Colorata Winter Creeper

Felicia amelloides
Blue Marguerite

Dietes bicolor
Fortnight Lily

Gazania rigens
Trailing Gazania

Hebe 'Patty’s Purple'
NCN

Hemerocallis Hybrids
Evergreen Day Lily (Yellow)

Trachelospermum jasminoides
Star Jasmine

Kniphofia ‘U-varia’
Poker Plant

Limonium perezii
Sea Lavander

Myoporum parvifolium
NCN

Myrtus communis 'Compacta'
Dwarf Myrtle

Nandina domestica 'Harbour'
Dwarf

Pittosporum tobira 'Wheeler’s Dwarf'
Dwarf Tobira

Salvia leucantha
Mexican Bush Sage

Rhaphiolepis indica
Dwarf Indian Hawthorn

Rosa alba ‘Meidiland’
White Meidiland Rose

Rosmarinus officinalis
Prostrate Rosemary

Hunters Point Shipyard Parcel A Phase 1 Streetscape
Schematic Design
Groundcover Palette
Hilltop: Coleman Street

Legend

Platanus acerifolia ‘Yarwood’

TREES

Platano

GROUNDCOVER

Abelia grandiflora

Ceanothus gloriosus ‘Anchor Bay’

Escallonia ‘Compakta’

Gazania rigens leuco-

GROUNDCOVER

laena

SITES ACCESSORIES, LIGHTING AND IRRIGATION

Dietes bicolor

Fortnight Lily

Street Light

Street not in scope

Walking Receptacle

Sidewalk

HILLTOP: COLEMAN STREET

SEE SHEET 5.2

SEE SHEET 5.9

LIMIT OF WORK

COLEMAN STREET

HUNTERS POINT SHIPYARD PARCEL A PHASE 1 STREETSCAPE

SCHEMATIC DESIGN

COLEMAN STREET (A)

21 JANUARY 2007

5.1

200 feet

1" = 40'

0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 feet

NORTH