LENNAR URBAN
SAN FRANCISCO, CA

CONSULTING TEAM

URBAN DESIGN
COOPER, ROBERTSON AND PARTNERS

STREETScape
URBAN DESIGN+

INDUSTRIAL DESIGN & STREETScape
IMELK LANDSCAPE ARCHITECTURE PC

LANDSCAPE ARCHITECTURE
TOM LEADER STUDIO

CIVIL ENGINEERING
SHERWOOD DESIGN ENGINEERS

SIGNAGE
DEBRA NICHOLS DESIGN

COST ESTIMATING
R. BORINSTEIN COMPANY
1. OVERVIEW  
1.1 INTRODUCTION  

2. CONCEPTUAL FRAMEWORK  
2.1 NEIGHBORHOOD CHARACTER  
2.2 HISTORY AND CULTURE: SPECIAL MOMENTS  
2.3 ECOLOGY: STORMWATER BIOFILTRATION  
2.4 PHYSICAL: STREET TYPOLOGIES  
2.5 DESIGN: STREETSCAPE MATRIX  

3. STREETSCAPE ELEMENTS  
3.1 STREET TREES  
3.2 STORMWATER TREATMENT  
3.3 BULB-OUTS  
3.4 STREET FURNITURE  
3.5 STREET FURNISHING AND BULB-OUT LOCATIONS  
3.6 STREET LIGHTING  
3.7 SIDEWALK ZONES  
3.8 BRT & CYCLE TRACK TREATMENT  
3.9 UTILITIES  
3.10 STREETSCAPE ELEMENTS MATRIX  

4. TYPICAL STREET SECTIONS  
4.1 STREETSCAPE ELEMENT PLACEMENT MATRIX  
4.2 TYPICAL STREET CORNER LAYOUT  
4.3 TYPICAL STREET SECTIONS  
4.4 THE SPINE CHARACTER  
4.5 THE SPINE: HARNERY WAY (NORTH OF ARELIUS WALKER)  
4.6 THE SPINE: EGBERT AVENUE  
4.7 RESIDENTIAL STREET: P STREET  
4.8 RESIDENTIAL STREET: TYPICAL  
4.9 RESIDENTIAL STREET: FITZGERALD AVENUE  
4.10 COMMERCIAL: ARELIUS WALKER (SOUTH OF INGERSON AV)  
4.11 COMMERCIAL STREET: INGERSON AVENUE (WEST OF HARNERY WAY)  
4.12 PARK STREET: EARL STREET  
4.13 PARK STREET: EGBERT AVENUE (WEST OF ARELIUS WALKER)  
4.14 PARK STREET: EARL STREET (NORTH OF GILMAN AV)  

5. SIGNAGE  
5.1 INTRODUCTION  
5.2 DESIGN PALETTE  
5.3 WAYFINDING  
5.4 DESIGN PALETTE  
5.5 WAYFINDING - APPROACH STREETS  
5.6 WAYFINDING - WITHIN DEVELOPMENT  
5.7 INTERSECTION STUDIES  
5.8 SPECIAL MOMENTS  
5.9 CODE COMPLIANCE  
5.10 UNIVERSAL DESIGN AND ACCESSIBILITY  
5.11 REGULATIONS  
5.12 GLOSSARY  
5.13 DEFINITIONS  

6. DETAILS  
6.1 STREET TREE PLANTING GUIDELINES & DETAILS  
6.2 PLANT MATERIALS PALETTE  
6.3 STREETSCAPE ELEMENT DETAILS
This Streetscape Master Plan presents an overall vision for the streetscape and public realm in Candlestick Point. A complementary Streetscape Master Plan for Hunters Point Shipyard will be prepared and submitted to the City at the same time that the first Major Phase application for development at Hunters Point Shipyard is submitted to the City for approval.

The Streetscape Master Plan furthers place-making and identity building on the project master plan, the surrounding community, and the City as a whole. The plan also positions the streetscape as an integral component of an innovative, performing landscape, and welcoming public realm by establishing guidelines for furnishings, paving, landscaping, stormwater management, sidewalk bulb-outs and other streetscape elements. Where applicable, guidelines from the Better Streets Plan are used in coordination with City standards.

1. OVERVIEW
Every site in the city is affected by an arrangement of influences that evoke memories, give character, and define possibilities. Such influences might be subtle or overt, physical or symbolic, specific or subtle, but together they tell a story of place that can inspire design that is truly rooted in place, responsive to history, and open to future.

Candlestick Park is rich in history and culture, ecology, and physical influences, offering touchstones for creating a unique streetscape design, including layers of cultural landscapes ranging from the historic shipyard communities to current day resident artist groups, to the story of and amazing physical legacies of industry at the Shipyard, multiple physical issues from the expansive views to the opportunities of Bay Area landscapes, interesting geologic legacies and realities from topography to watersheds, and specific ecologies that interact at the scale of the street, the site, the Bay, and the region.

Relating site influences with the physical master plan for Candlestick Point creates a clear and distinctive conceptual framework for the public streets. This framework underlies a unique story of place and identity that is expressed with identifiable neighborhoods, opportunities for special moments, and integrated infrastructure systems.
2. CONCEPTUAL FRAMEWORK

2.1 NEIGHBORHOOD CHARACTER
2.2 HISTORY AND CULTURE: SPECIAL MOMENTS
2.3 ECOLOGY: STORMWATER BIOFILTRATION
2.4 PHYSICAL: STREET TYPOLOGIES
2.5 PHYSICAL: BRT AND BIKE NETWORKS
2.6 DESIGN: STREETScape MATRIX
2. CONCEPTUAL FRAMEWORK

2.1 NEIGHBORHOOD CHARACTER

Neighborhood Character

Defining neighborhoods and creating a legible urban environment that creates a sense of place is a particular challenge in large redevelopments. Given their scale, it is critical that Candlestick Point-Hunters Point Shipyard Phase 2 (CPHPS2) be perceptively felt as communities and neighborhoods, each with its own character, yet part of the whole.

Neighborhood character is influenced by the interplay of site influences discovered in magnetic forces and the physical master plan, each of which offers rich and complementary opportunities to create narratives of place, each of which is distinct, but always reinforcing the larger visions.
2. CONCEPTUAL FRAMEWORK

2.2 HISTORY AND CULTURE: SPECIAL MOMENTS

Each neighborhood will have a special place (neighborhood park) and an important street (or streets) which take you to the water. It is an interconnected network and connective tissue and a tool to develop the character for each neighborhood.

Each place becomes the opportunity to develop narratives (historical, cultural, etc.), wayfinding, or artwork installations.

Special places, neighborhood parks, important streets and view corridors and their points of contact with the waterfront become potential locations and opportunities for art work and art installations embedded in the overall streetscape plan. Types may include:

- Sculpture
- Narratives (historical, cultural, etc.)
- Wayfinding devices
- Site artifacts and “found objects”
- Landscape installations and environment
- Lighting
- Public pedestrian infrastructure
- Bridge opportunities
Stormwater biofiltration is a landscape design tool to introduce variety, reinforce character, and more sustainably treat stormwater runoff in each Candlestick Point neighborhood. The biofiltration features are designed to filter stormwater through landscaped planters in the streetscape, cleansing the water of pollutants and reducing harmful runoff into downstream water sources.

The biofiltration system’s flow-through planters and vegetated areas (shown below) will reinforce special neighborhood character and street typologies by aligning plant selection and enclosure design with neighborhood and street typology design narratives. Monochromatic plantings, built-in seating on enclosures and special use of materials are some of the design strategies used to create this variation in design.

In an effort to provide more usable space and flexibility in the public realm, the central watershed portion of Candlestick Park will not have flow-through planters or other landscape-based treatment features systems in the sidewalk. Instead, these areas will use high-rate biofiltration facilities for stormwater treatment. The size of these facilities and the other components of the system were calibrated in collaboration with the San Francisco Public Utilities Commission (PUC).
2. CONCEPTUAL FRAMEWORK

2.4 PHYSICAL: STREET TYPOLOGIES

A framework of streetscape typologies establishes order and hierarchy in Candlestick Point’s streetscape by relating streets of similar character and function together.

In many cases, the CPHS2 streetscape typologies directly overlap with typologies in the Better Streets Plan, but in cases such as The Spine, multiple Better Streets Plan categories will exist in the single street typology, as it is the role of The Spine to have a singular and consistent character through Candlestick Point and Hunters Point Shipyard. Specific references to Better Streets categories are made on the following Streetscape Matrix.

Figure 2.4 - Street Typologies

Figure 2.5 - BRT and Bike Networks

LEGEND
- The Spine
- Residential Street
- Commercial Street
- Candlestick Center Internal Street
- Park Street
- Perimeter Street
- Shared Public Way
2. CONCEPTUAL FRAMEWORK

2.5 DESIGN: STREETSCAPE MATRIX

Street typology design narratives inform how streetscape elements are selected, arranged, and detailed. Each streetscape typology has unique characteristics that relate to the overall neighborhood vision and are rooted in unique site influences.

THE SPINE
Iconic and Civic Scaled

Main thoroughfare, a place “to see and be seen”
The Spine is the identity for the development. An opportunity to establish a distinctive design and environment for a unique waterfront address.

Better Streets Plan Typology Analogs:
- Civic (Ceremonial)
- Boulevard

RESIDENTIAL STREET
Consistent and Calm

Residential streets are calm streets to set neighborhood life and engagement. Each neighborhood will have unique landscaping, paving details, and other streetscape elements that will create distinctive neighborhood streetscapes.

Better Streets Plan Typology Analogs:
- Residential Thoroughway
- Neighborhood Residential

COMMERCIAL
Energetic, Colorful, and Engaging

Embedded with the rich sports history of Candlestick Park, a collection of flexible spaces, and programmed for a multitude of activities, commercial streets and open spaces can provide spaces for concerts, outdoor films, and other community events.

Better Streets Plan Typology Analogs:
- Commercial Thoroughway
- Neighborhood Commercial
## 2. Conceptual Framework

### 2.5 Design: Streetscape Matrix

<table>
<thead>
<tr>
<th><strong>PARK STREETS</strong></th>
<th><strong>PERIMETER STREETS</strong></th>
<th><strong>SHARED PUBLIC WAYS</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Diverse, Expressive, and Active</strong></td>
<td><strong>Visually Porous and Pedestrian</strong></td>
<td><strong>Intimate, Privately Designed</strong></td>
</tr>
<tr>
<td>Park Streets are special landscape corridors to connect parks and lead the public to the waterfront.</td>
<td>Evening walks, a jog or a bike ride, the place to relax and “watch the water”. Perimeter Streets are another design opportunity; park drives along the water’s edge, typically with park space on one or both sides.</td>
<td>Privately developed, with a public easement, shared public ways may have flower stands, small cafes, and other amenities. Predominately a pedestrian only street, shared public ways also provide vehicular access when built as a mid-block laneway.</td>
</tr>
</tbody>
</table>

Better Streets Plan Typology Analogs:
- Parkway
- Park Edge

Better Streets Plan Typology Analogs:
- Neighborhood Residential
- Park Edge

Better Streets Plan Typology Analogs:
- Shared Public Way
This chapter presents a set of standard street elements:

- Street trees
- Stormwater treatment
- Bulb-outs
- Furnishings
- Bike racks
- Street lights
- Pavement
- Utility covers

In addition, several ideas are presented for custom furnishings that may be used to distinguish a particular district.
3. STREETSCAPE ELEMENTS

3.1 STREET TREES

Street trees are the most memorable and visible elements in the streetscape. As such, their differentiation is critical to creating Candlestick Point’s unique neighborhood character and street typologies.

In coordination with the San Francisco Department of Urban Forestry and HortScience, an expert local arborist, a collection of street trees have been identified for their character and potential to thrive in the uniquely challenging Candlestick Point climate. Additional tree selections that maintain character, scale, and site suitability may be considered at later design phases. A full list of recommendation and planting details can be found in chapter 6.

The Spine - monumental, tall and columnar
Visually dominant, the wind-blocking evergreen trees will have a tall and narrow form to reinforce the Spine Streets' character as the main iconic and civic-scaled boulevards within Candlestick Point.
• Coniferous evergreen
• Narrow columnar form
• Taller than 45' high at maturity
• Multiple species, similar in look & form
• Wind tolerant

Candlestick Point Streetscape Master Plan

Potential Species
Coast Redwood
Monterey Cypress
Canary Island Pine

Residential Streets - neighborhood specific with unique features
As the most prevalent street type in Candlestick Point, Residential street trees will reinforce the diversity of neighborhoods by allowing a variety of species, similar in size and function, emphasizing unique features such as bark, foliage, or flowers. To help define neighborhoods, tree species used should be neighborhood-specific.
• Bark, foliage or flower interest
• Medium to large size
• Multiple species
• Mix of broadleaf evergreen & deciduous species

Potential Species
Candlestick North & Alice Griffith
Candlestick South
Southern Magnolia
Cajeput Tree

Commercial Streets - light, hardy and high canopies
Taller, high canopy street trees suitable for retail and commercial frontages.
• High, narrow or open canopy
• Taller than 45' high at maturity
• Evergreen or deciduous
• Multiple species

Potential Species
Catalina Ironwood
Golden Rain Tree
Victorian Box
Brisbane Box
Bronze Loquat

DRAFT SEPTEMBER 19, 2013
3. STREETSCAPE ELEMENTS

3.1 STREET TREES

**Park Streets - expressive and active blooms**

- Formal and uniform, suitable for planting in double-row allees.
- Species will reinforce the character of these park edge boulevard streets, intended to provide additional open space and to frame views out to the Bay waterfront.
- Mix of broad canopy trees with smaller ornamental accent trees.
- Seasonal interest in flowers & leaves.
- Multiple species.
- Broadleaf evergreen or deciduous.
- Multiple species, similar in look & form.

**Perimeter Streets - showing and breezy**

- Typically located at park edge perimeters near the waterfront, Perimeter street trees will be visually open and porous, with weeping foliage, ‘breezy’ in appearance, and wind tolerant.
- Foliage that moves in the wind.
- Broadleaf evergreen species.
- Single species or alternate species.
- Wind tolerant.

**Shared Public Ways - smaller, ornamental and offer seasonal changes**

- A variety of compact ornamental flowering trees offering seasonal interest and pedestrian scale. To help define neighborhoods, the tree species used should be neighborhood specific.
- Seasonal color in flowers & leaves.
- Narrow compact canopy.
- Small to medium size.
- Multiple species, similar in look & form.

**Potential Species**

- Ginkgo ‘Autumn Gold’
- White Alder
- Red Flowering Gum
- Olive Tree ‘Swan Hill’
- Holly Oak
- Native Willow
- Primrose Tree
- Willowleaf Peppermint
- Kranzewesiusi Plum
- Kwanza Cherry
3. STREETSCAPE ELEMENTS

3.2 STORMWATER TREATMENT

Stormwater and biofiltration elements will be designed to introduce variety in the streetscape and reinforce the character of each neighborhood with a unique planting palette.

Plantings selected for their character and ability to survive wet and dry conditions will be in vegetated biofiltration elements.

There are several important components of the stormwater treatment system within Candlestick Point. The streetscape elements include flow-through and infiltration planters, bioretention within the medians, and rain gardens.

Assumed percentage of frontage required for these biofiltration facilities is shown on the following page. These percentages were developed in coordination with San Francisco Public Utilities Commission (PUC).

### BIOFILTRATION FACILITIES

#### BASE CASE

**Flow-Through and Infiltration Planters:**

The flow-through planters will typically be designed with concrete sidewalls, bioretention planting within amended soils to provide water quality treatment, and either open bottoms to allow for infiltration, or closed bottoms with underdrains depending on the location and the quality of the underlying native soils. The flow-through planters will have slightly different design elements depending on if the area is adjacent to parking or travel lanes.

**Median Bioretention**

Within the medians, similar bioretention facilities can be created. These areas will have linear concrete sidewalls to maintain necessary separation between the bioretention areas and the roadway subgrade. However, these areas will not need to have concrete sidewalls on all four edges, allowing for a less expensive and more flexible design. These can also be used to differentiate character between neighborhoods and allow for more pedestrian space within the sidewalk and building frontage zones.

**Rain Gardens:**

Rain gardens are shallow landscape areas that can collect, slow, filter, and absorb large volumes of water, delaying discharge into the watershed system and providing water quality treatment. They are similar to flow-through planters but with soil, not concrete, sidewalls. This technique is generally less expensive, but can only be used in areas which are set-back a sufficient distance from the roadway and building foundations. Linear parks within the street right-of-way or larger medians may have god opportunities for this style of bioretention.

**Bioswales:**

Bioswales are shallow landscaped areas designed to capture, convey, and potentially infiltrate storm water runoff as it moves downstream. They are primarily used to convey stormwater runoff on the land’s surface while also providing water quality treatment. As water flows through a vegetated swale, it is slowed by the interaction with plants and soil, allowing sediments and associated pollutants to settle out. Some water soaks into the soil and is taken up by plants, and some may infiltrate further if native soils are well drained. The remaining water that continues to flow downstream travels more slowly than it would through pipes in a traditional stormwater conveyance system. Bioswales can be employed within medians and linear parks.

**Boardwalks:**

Some portions of the stormwater management features discussed above may be fitted with boardwalks to serve as pedestrian walk-ways constructed above the treatment landscapes. These raised boardwalks allow large, contiguous biofiltration areas, which are less expensive to create than several intermittent areas, while still creating necessary pedestrian circulation spaces.

**High-Rate Biofiltration Facilities:**

High-rate Biofiltration Facilities are stormwater treatment systems in which the amended soil media is engineered to allow for much higher percolation rates than the standard 5 in/hr maximum allowable rate. While some companies have been able to develop soils which can handle in excess of 100 in/hr of runoff, it is expected that if approved for treatment within the City of San Francisco, rates would be designed at approximately 10 in/hr. These systems are generally pre-cast boxes with specially selected small plantings and trees within the soil/media mixture. The relatively small footprint make them particularly well suited for use in urban areas.
3. STREETSCAPE ELEMENTS

3.2 STORMWATER TREATMENT

Figure 3.1 – Percent of Linear Street Frontage Required for Flow-Through Biofiltration Facilities

LEGEND
Percentage of linear street frontage required for flow-through biofiltration facilities
- 40-49%
- 30-39%
- 20-29%
- 10-19%
- High-rate Biofiltration Facilities
3. STREETSCAPE ELEMENTS

3.3 BULB-OUTS

Bulb-outs

Streets in neighborhoods are both connections between places and the setting for community. Building on the elements that give character and identity to each neighborhood (landscape, paving, furniture) and creating more sidewalk space with corner bulbs at selected locations is an opportunity to enhance the street as an important public space in the neighborhood, while also creating a safer pedestrian environment.

Corner bulb-outs are recommended for pedestrian safety at key intersections and along three pedestrian routes to the waterfront where they function as an extension of the waterfront park into the neighborhood. The design of these paths to the water positions each as a mini-park, akin to the popular and transformative corner bulbs in Duboce Triangle, or the parklets that are proving so valuable as social space elsewhere in the City.

Bulb-out design strategies may include:

- Reinforcing ways to the water along important streets
- Providing pedestrian safety in high-traffic areas

Furnished bulb-outs in Candlestick Point are organized in typologies that respond to their streets or relationship to the Bay. Bulb-outs on paths to the water may incorporate elements that reinforce connection to the water, without necessarily using water. Bulb-out design should create special moments in the streetscape and provide visitors with memorable walks to the Bay.

Unfurnished bulb-outs in commercial areas should be developed by adjacent retailers to enhance surrounding food and beverage provisions, and provide places for enjoying the City’s street life.
3. STREETSCAPE ELEMENTS

3.4 STREET FURNITURE

Furniture

Inspired by the site’s maritime history, unique physical setting, and distinct ecology, Candlestick Point’s streetscape furniture will support neighborhood identity through variation, respond to specific site influences, and create a consistent design palette.

Variation in furniture will include form, materiality and scale, and be designed to retain the notion that all the elements belong to the same streetscape family.

Manufactured furniture options and custom designs both continue to be explored in concert with PUC, with specific consideration being made for durability and maintenance issues. Specific selections will be made in later phases of design.
## 3. STREETSCAPE ELEMENTS

### 3.4 STREET FURNITURE

<table>
<thead>
<tr>
<th>BASE CASE</th>
<th>POTENTIAL SPECIAL MATERIAL</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>BENCHES</strong></td>
<td><strong>CUSTOM BENCH CONCEPTS</strong></td>
</tr>
<tr>
<td>Manufactured Bench Options</td>
<td><strong>Custom Bench Concepts</strong></td>
</tr>
<tr>
<td>Concrete (S Bench by Lab 23)</td>
<td><strong>Corten steel with neighborhood inspired cut out details</strong></td>
</tr>
<tr>
<td>Metal and Wood (Rest Bench by Landscape Forms)</td>
<td><strong>Wood</strong></td>
</tr>
<tr>
<td>Metal (Paper Bench by Lab 23)</td>
<td><strong>Concrete</strong></td>
</tr>
<tr>
<td>Metal and Wood (Austin Bench by Landscape Forms)</td>
<td><strong>Corten steel and black granite</strong></td>
</tr>
<tr>
<td>Marble</td>
<td><strong>Marble</strong></td>
</tr>
</tbody>
</table>
3. STREETSCAPE ELEMENTS

3.4 STREET FURNITURE

Bike racks, newsracks, and other streetscape furnishings should have a consistent palette and visual relationship to minimize visual clutter in the streetscape.

To the right are examples of custom streetscape elements inspired by the area’s naval history and shipmaking heritage, constructed of folded and treated corten steel. Detailed patterns could be incorporated in the design of elements to reflect neighborhood character and sense of place.
3. STREETSCAPE ELEMENTS

3.5 STREET FURNISHING AND BULB-OUT LOCATIONS

Furniture Locations
Street furniture locations respond to specific street typologies, adjacent land uses and transit stops. General locations are shown to the right. Specific locations will be determined on a block-by-block basis at later phases of design and should follow Better Street Plan guidelines and any other applicable City standards.

Bulb-Out Location and Sizing
Conceptual bulb-out sizes and locations are shown on the bulb out location plan and diagrams to the right. Standard bulb-outs are the length of 1 parking space, while extended bulb-outs are the length of 2 spaces. Specific location and sizing to be determined at later design phases.

Figure 3.4 – Bulb-outs and Street Furnishings in Alice Griffith and Candlestick North
3. Streetscape Elements

3.5 Street Furnishing and Bulb-Out Locations

Figure 3.5 – Bulb-outs and Street Furnishings in Candlestick Center and Candlestick South

Figure 3.6 – Bulb-outs and Street Furnishings on Harney Way
3. STREETSCAPE ELEMENTS

3.6 STREET LIGHTING

Lighting is one common element uniting many different typologies and neighborhoods in Candlestick Point. The Spine is the only typology that receives a special lighting condition.

Lighting along The Spine supports its role as a singular and unifying element by use of the tallest roadway and pedestrian lights in Candlestick Point. Primary roads in each neighborhood will have slightly taller light poles than typical streets. The shared public ways and internal streets at Candlestick Center may have the smallest lighting, including bollards and building mounted fixtures.

Conceptual spacing and optic assumptions are outlined in this section. LED optics will be utilized on all street lights, per City standards.

<table>
<thead>
<tr>
<th>STREET LIGHTING</th>
<th>BASE CASE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>The Spine</strong></td>
<td>** typical scenario on all typical streets**. The 16'-0” Lumec City Spirit light is specified for use in the base case scenario</td>
</tr>
</tbody>
</table>

Pole: Valmont Industries custom light pole, commissioned by the City of SF for Rincon Hill Streetscape Plan area. The light pole is available as a 26'-8” roadway pole with a roadway light and shorter pedestrian light at 16'-0”.

Luminaire: The luminaire will also be the same as specified in the Rincon Hill Streetscape Plan, the Lumec GPLS/ GPM, manufactured by Philips Lumec.

The City has pre-approved black or natural aluminum fixtures and black or galvanized poles. Painting fixtures and poles other colors is possible, but may require special approvals.

DRAFT September 19, 2013
3. STREETSCAPE ELEMENTS

3.6 STREET LIGHTING

Custom Poles and Fixtures
Custom light poles and fixtures may be designed and used in lieu of City standards. Custom light poles and fixtures used in San Francisco, pictured below, provide a unique and unifying element to the streetscape that instantly contributes to the sense of place. Designs will be in concert with the street furnishing materials and forms. Initial custom pole concepts include simple tapered profiles with corten steel, wood, and powder coated finishes. Attached light fixtures will be positioned and calibrated to achieve maximum efficiency with a minimum of elements.

Legend
- Large: Alternating 28.5’ and 16’ tall lights, spaced every 80’ on both sides of the street
- Medium: 16’ tall, spaced every 80’ on each side of street
- Small / Building mounted / Ground, space as needed

Note: Spacing to be refined as later design phases

Figure 3.7 – Base Case Street Light Spacing Assumptions

Mason Bay
Rincon Hill
3. STREETSCAPE ELEMENTS

3.7 SIDEWALK ZONES

The sidewalk consists of 3 primary zones: edge, furnishing, and throughway. Each zone has a distinct functional role and set of design considerations.

1. Edge Zone
The edge zone is an area reserved to provide space for accessing vehicles parked at the curbside. The edge zone may have streetscape elements, given 4’ access area remains from curb to throughway near the centerline of each street parking space. The edge zone is 2’ in width for parallel parking and 30” for angled parking.

2. Furnishing Zone
Furnishing zones have materials and patterning that will help define neighborhood identity and special streets across Candlestick Point.

In the base case, each neighborhood will have a unique pattern and/ or color scheme that support the notion of neighborhood differentiation; typical streets in Candlestick Point will have pavers in the furnishing zone and The Spine will have sparkle concrete.

Street lights, furniture, utility vaults, traffic signal boxes, and other above-ground furnishings will be located in this zone. General locations of street furniture are indicated on the Street Furniture Plan. Utility vaults, traffic signal boxes, etc., should be clustered near intersections whenever possible.

All typical curb and gutters to be concrete.

<table>
<thead>
<tr>
<th>FURNISHING ZONE MATERIALS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>BASE CASE</strong></td>
</tr>
<tr>
<td>The Spine</td>
</tr>
<tr>
<td>Patterned Paver Strips</td>
</tr>
<tr>
<td>Commercial</td>
</tr>
</tbody>
</table>

DRAFT September 19, 2013
3. STREETSCAPE ELEMENTS

3.7 SIDEWALK ZONES

3. Throughway Zone
A zone for pedestrian travel along the street, the throughway zones will provide a consistent and uniform path of travel in the sidewalk.
Special paving may occur on Candlestick Center commercial frontages to reinforce neighborhood character and special street typologies.
All finishes will be ADA compliant. Design of all pavers and cobble will address to accessibility, maintenance, and comfort considerations. Concrete finishes should be saw-cut and smooth finish concrete.

Curb ramps
Curb ramps are installed at all intersections and midblock locations, and are installed parallel to the direct path of travel. A minimum 4" center portion of the ramp has a detectable surface, per City standards.

<table>
<thead>
<tr>
<th>THROUGHWAY ZONE MATERIALS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>BASE CASE</strong></td>
</tr>
<tr>
<td>The Spine</td>
</tr>
<tr>
<td>Typical Streets</td>
</tr>
<tr>
<td>Commercial</td>
</tr>
</tbody>
</table>
3. STREETSCAPE ELEMENTS

3.8 BRT & CYCLE TRACK TREATMENT

The BRT and cycle track will have distinctive colors, with painting or colored concrete, to increase pedestrian safety and for ease of navigation. Exact color and application method to be determined at later stages of design.
Using a singular custom utility vault design across Candlestick Point will minimize the variety of materials and ground plane textures in the streetscape and create a more uniform palette in the public realm. Sculpting, embossing, or other subtle design features will be used in materials consistent with other street furnishings.

Traffic signal boxes, utility boxes, and backflow preventers may have custom covers, and enclosures to contribute to a uniform palette of streetscape elements. Custom covers should maintain access and follow all applicable City standards.

**CUSTOM UTILITY COVER**

**BASE CASE**

- Mission Bay Custom Utility Vault

**POTENTIAL SPECIAL FURNISHING**

- Custom Utility Box Cover Concepts
- Custom Backflow Preventer Cover Concepts

**SF standard Utility Box**

**Typical Backflow Preventer Covers**
## 3. Streetscape Elements

### 3.10 Streetscape Elements Matrix

<table>
<thead>
<tr>
<th>THE SPINE</th>
<th>Residential Streets</th>
<th>Commercial</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Iconic and Civic Scaled</strong></td>
<td><strong>Consistent and Calm</strong></td>
<td><strong>Energetic, Colorful, and Engaging</strong></td>
</tr>
<tr>
<td><strong>Potential Street Trees</strong></td>
<td><strong>Neighborhood Specific with Unique Features</strong></td>
<td><strong>Light, Hardy and High Canopies</strong></td>
</tr>
<tr>
<td>Coast Redwood</td>
<td>Candlestick North</td>
<td>Catalina Ironwood</td>
</tr>
<tr>
<td>Monterey Cypress</td>
<td>Candlestick South</td>
<td>Golden Rain Tree</td>
</tr>
<tr>
<td>Canary Island Pine</td>
<td>Cajeput Tree</td>
<td>Victorian Box</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Landscape Planting</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Base</td>
<td>Potential Special Material / Furnishings</td>
<td>Base</td>
</tr>
<tr>
<td><strong>Bold monochromatic planting palette potentially designed to be integrated into the overall design of The Spine</strong></td>
<td>Neighborhood specific palettes</td>
<td>Neighborhood specific palettes</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Sidewalk Throughway Zone</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Base</td>
<td>Potential Special Material / Furnishings</td>
<td>Base</td>
</tr>
<tr>
<td>Concrete with silicon carbide sparkle</td>
<td>Concrete with silicon carbide sparkle</td>
<td>Pavers</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Sidewalk Furnishing Zone</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Base</td>
<td>Potential Special Material / Furnishings</td>
<td>Base</td>
</tr>
<tr>
<td>Patterned Paver Strips</td>
<td>Patterned Paver Strips</td>
<td>Patterned Paver Strips</td>
</tr>
<tr>
<td>The Spine Paver / Cobble</td>
<td>The Spine Paver / Cobble</td>
<td>The Spine Paver / Cobble</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Street Furnishings</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Manufactured Benches / Custom furnishings</td>
<td>Manufactured Benches / Custom furnishings</td>
<td>Manufactured Benches / Custom furnishings</td>
</tr>
<tr>
<td>Additional custom furnishings</td>
<td>Additional custom furnishings</td>
<td>Additional custom furnishings</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Street Lighting</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Pole: Valmont Industries custom light pole</td>
<td>Pole: Custom</td>
<td>Pole: Custom</td>
</tr>
<tr>
<td>Fixture: The Lumec City Spirit street light</td>
<td>Lumec City Spirit street light</td>
<td>Lumec City Spirit street light</td>
</tr>
</tbody>
</table>

---

DRAFT September 19, 2013

Candlestick Point Streetscape Master Plan
### 3. STREETSCAPE ELEMENTS

#### 3.10 STREETSCAPE ELEMENTS MATRIX

<table>
<thead>
<tr>
<th>PARK STREETS</th>
<th>PERIMETER STREETS</th>
<th>SHARED PUBLIC WAY</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>EXPRESSIVE AND ACTIVE BLOOMS</strong></td>
<td><strong>SHOWING AND BREEZY</strong></td>
<td><strong>SMALLER, ORNAMENTAL AND OFFER SEASONAL CHANGES</strong></td>
</tr>
<tr>
<td>Ginko 'Autumn Gold'</td>
<td>Holly Oak</td>
<td>Kauturaesuisus Plum</td>
</tr>
<tr>
<td>White Alder</td>
<td>Native Willow</td>
<td>Kwanzan Cherry</td>
</tr>
<tr>
<td>Red Flowering Gum</td>
<td>Primrose Tree</td>
<td>Olive Tree</td>
</tr>
<tr>
<td>Olive Tree 'Swan Hill'</td>
<td>Willowleaf Peppermint</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Neighborhood specific palettes</th>
<th>Neighborhood specific palettes</th>
<th>Community Gardens</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Base</th>
<th>Potential Special Material / Furnishings</th>
<th>Base</th>
<th>Potential Special Material / Furnishings</th>
<th>Base</th>
<th>Potential Special Material / Furnishings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Standard concrete</td>
<td>Concrete with silicon carbide sparkle</td>
<td>Standard concrete</td>
<td>Concrete with silicon carbide sparkle</td>
<td>Pavers</td>
<td>Pavers</td>
</tr>
<tr>
<td>Manufactured Benches / Custom furnishings</td>
<td>Manufactured Benches / Custom furnishings</td>
<td>Manufactured Benches / Custom furnishings</td>
<td>Manufactured Benches / Custom furnishings</td>
<td>Manufactured Benches / Custom furnishings</td>
<td>Manufactured Benches / Custom furnishings</td>
</tr>
<tr>
<td>Lumec City Spirit street light</td>
<td>Lumec City Spirit street light</td>
<td>Lumec City Spirit street light</td>
<td>Lumec City Spirit street light</td>
<td>Lumec City Spirit street light</td>
<td>Lumec City Spirit street light</td>
</tr>
<tr>
<td>Pole: Custom</td>
<td>Pole: Custom</td>
<td>Pole: Custom</td>
<td>Pole: Custom</td>
<td>Pole: Custom</td>
<td>Pole: Custom</td>
</tr>
<tr>
<td>Fixture: Custom</td>
<td>Fixture: Custom</td>
<td>Fixture: Custom</td>
<td>Fixture: Custom</td>
<td>Fixture: Custom</td>
<td>Fixture: Custom</td>
</tr>
<tr>
<td>Pedestrian, building mounted, ground lighting</td>
<td>Pedestrian, building mounted, ground lighting</td>
<td>Pedestrian, building mounted, ground lighting</td>
<td>Pedestrian, building mounted, ground lighting</td>
<td>Pedestrian, building mounted, ground lighting</td>
<td>Pedestrian, building mounted, ground lighting</td>
</tr>
</tbody>
</table>

**Candlestick Point Streetscape Master Plan**

**DRAFT September 19, 2013**
4. TYPICAL STREET SECTIONS
### 4. TYPICAL STREET SECTIONS

#### 4.1 STREETSCAPE ELEMENT PLACEMENT MATRIX

**Table 4.1 - Placement Guidelines Summary Chart**

<table>
<thead>
<tr>
<th>STREETSCAPE ELEMENT</th>
<th>THE SPINE</th>
<th>RESIDENTIAL STREET</th>
<th>PARK STREET</th>
<th>COMMERCIAL</th>
<th>PERIMETER STREET</th>
<th>SHARED PUBLIC WAY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicular Driveways</td>
<td>Discouraged</td>
<td>Limited to garage entries and discouraged on primary street frontages</td>
<td>Discouraged when built as laneway</td>
<td>On service frontages</td>
<td>Discouraged</td>
<td>Permitted, when built as laneway</td>
</tr>
<tr>
<td>Benches</td>
<td>In furnishing zones, at mid-blocks or corners</td>
<td>In furnishing zone or bulb-outs, at mid-blocks and corners</td>
<td>In furnishing zones, at mid-blocks</td>
<td>In furnishing zones, at mid-blocks or corners</td>
<td>Permitted</td>
<td></td>
</tr>
<tr>
<td>Bike Racks</td>
<td>At transit stops, entries to open spaces and high-traffic pedestrian areas</td>
<td>In furnishing zone or bulb-outs, clustered near intersection</td>
<td>In furnishing zone or bulb-outs, clustered near intersection and at primary entries to parks</td>
<td>In furnishing zone or bulb-outs, clustered near intersection</td>
<td>In furnishing zone or bulb-outs, clustered near intersection</td>
<td>Permitted</td>
</tr>
<tr>
<td>Cafe Seating</td>
<td>At bulb-outs and retail sidewalk frontages</td>
<td>In furnishing zone or bulb-outs</td>
<td>Discouraged</td>
<td>At bulb-outs and retail sidewalk frontages</td>
<td>Discouraged</td>
<td>Permitted</td>
</tr>
<tr>
<td>Newsracks</td>
<td>At transit stops and high-traffic pedestrian areas</td>
<td>At transit stops in furnishing zone</td>
<td>Discouraged</td>
<td>In furnishing zone or bulb-outs, clustered near intersection</td>
<td>Discouraged</td>
<td>Discouraged</td>
</tr>
<tr>
<td>Trash Receptacles</td>
<td>At transit stops, entries to open spaces and high-traffic pedestrian areas. Per Better Streets Plan, every 200' of commercial frontage</td>
<td>In furnishing zone near intersections</td>
<td>At primary entries to parks and near intersection</td>
<td>In furnishing zone or bulb-outs, clustered near intersection and every 200' as outlined in Better Streets Plan</td>
<td>At primary entries to parks and near intersections</td>
<td>Permitted</td>
</tr>
<tr>
<td>Utility/Signal Boxes or Vaults</td>
<td>In corner bulb or edge zone, clustered near intersection</td>
<td>In corner bulb or edge zone, clustered near intersection</td>
<td>In corner bulb or edge zone, clustered near intersection</td>
<td>In corner bulb or edge zone, clustered near intersection</td>
<td>Discouraged</td>
<td></td>
</tr>
<tr>
<td>Lighting</td>
<td>In furnishing zone, at standard spacing</td>
<td>In furnishing zone, at standard spacing</td>
<td>In furnishing zone, at standard spacing</td>
<td>In furnishing zone, at standard spacing, potentially in ground plane, bollards and building mounted in retail areas</td>
<td>In furnishing zone, at standard spacing</td>
<td>Small scale, bollards and building mounted</td>
</tr>
</tbody>
</table>

**DRAFT September 19, 2013**

Candlestick Point Streetscape Master Plan
4. TYPICAL STREET SECTIONS

4.2 TYPICAL STREET CORNER LAYOUT

Typical street corners are the preferred location for clustering utilities, furnishings, and other streetscape elements. The conceptual layout to the right shows the placement of typical furnishings, biofiltration, lighting, and signage. Exact location of these elements to be determined as each sub-phase of the project is designed.

Figure 4.1 – Typical Street Corner Layout
4. **Typical Street Sections**

4.3 **Typical Street Sections**

The following conceptual street layouts represent all typical street conditions in Candlestick Point.
4. **TYPICAL STREET SECTIONS**

4.4 **THE SPINE CHARACTER**

The Spine is the civic backbone of the new neighborhoods, a city scale street that connects to the surrounding community, and through the entirety of both Hunters Point Shipyard and Candlestick Point. Akin to Market Street and Van Ness Avenue in the center of the City, The Spine visually creates consistency and makes connections with iconic and bold design elements. Using streetscape elements that are engaging, dynamic and exclusive to The Spine, the street becomes an instantly recognizable and organizing element in the public realm.

Functionally, the Spine links the major open spaces and special places, and defines the northern and southern gateways, making it the most travelled street in Candlestick Point. The Spine is also most multi-modal street in the public realm.

The Spine is the civic backbone of the new neighborhoods, a city scale street that connects to the surrounding community, and through the entirety of both Hunters Point Shipyard and Candlestick Point. Akin to Market Street and Van Ness Avenue in the center of the City, The Spine visually creates consistency and makes connections with iconic and bold design elements. Using streetscape elements that are engaging, dynamic and exclusive to The Spine, the street becomes an instantly recognizable and organizing element in the public realm.

The Spine has varying degrees of intensity. Spine Ultra Light and Spine Light have fewer custom elements than Spine Full and are used on project entry roads and less developed areas between Candlestick Point and Hunters Point. Lights, trees and other design elements remain unchanged between typologies and provide the consistent and uniform character of The Spine to define the project from north to south. Elements of The Spine design are also incorporated in the future Slough bridge design, further supporting the connection between Candlestick Point and Hunters Point Shipyard.
4. TYPICAL STREET SECTIONS

4.5 THE SPINE: HARNEY WAY (NORTH OF ARELIOUS WALKER)

Neighborhood specific streetscape elements:

- Sparkle concrete in furnishing zone
- Potential special material: Dazzle pattern in furnishing zone (as shown)
- Furniture and landscape areas shaped to contours of Dazzle pattern.
4. TYPICAL STREET SECTIONS

4.6 THE SPINE: EGBERT AVENUE

Neighborhood specific streetscape elements:

- Sparkle concrete in furnishing zone
- Furniture detailing/materials
- Landscape (trees and biofiltration)
- Potential special material: Dazzle pattern in furnishing zone (as shown)
- Furniture and landscape areas shaped to contours of Dazzle pattern (as shown)

Potential special paving shown in furnishing zones
4. TYPICAL STREET SECTIONS

4.7 RESIDENTIAL STREET: P STREET

Neighborhood specific streetscape elements:
- Paving pattern in furnishing zone
- Furniture detailing/materials
- Landscape (trees and biofiltration)
4. TYPICAL STREET SECTIONS

4.8 RESIDENTIAL STREET: TYPICAL

Neighborhood specific streetscape elements:
- Paving pattern in furnishing zone
- Furniture detailing/materials
- Landscape (trees and biofiltration)
4. TYPICAL STREET SECTIONS

4.9 RESIDENTIAL STREET: FITZGERALD AVENUE

Neighborhood specific streetscape elements:
- Paving pattern in furnishing zone
- Potential special material: Concrete with silicon carbide sparkle in throughway (as shown)
- Furniture detailing/materials
- Landscape (trees and biofiltration)

Potential special material: Concrete with silicon Carbide Sparkle
4. **TYPICAL STREET SECTIONS**

4.10 **COMMERCIAL: ARELIOUS WALKER (SOUTH OF INGERSON AV)**

Neighborhood specific streetscape elements:
- Paving pattern in furnishing zone
- Furniture detailing/materials
- Landscape (trees and biofiltration)
4. **TYPICAL STREET SECTIONS**

4.11 COMMERCIAL STREET: INGERSON AVENUE (WEST OF HARNEY WAY)

Neighborhood specific streetscape elements:
- Paving pattern in furnishing zone
- Furniture detailing/materials
- Landscape (trees and biofiltration)
4. TYPICAL STREET SECTIONS

4.12 PARK STREET: EARL STREET

Neighborhood specific streetscape elements:
- Paving pattern in furnishing zone
- Potential special material: Concrete with silicon carbide sparkle in throughway (as shown)
- Furniture detailing/materials
- Landscape (trees and biofiltration)
4. TYPICAL STREET SECTIONS

4.13 PARK STREET: EGBERT AVENUE (WEST OF ARELIUS WALKER)

Neighborhood specific streetscape elements:
- Paving pattern in furnishing zone
- Furniture detailing/materials
- Landscape (trees and biofiltration)