

Rincon Hill

STREETSCAPE MASTER PLAN



SAN FRANCISCO
PLANNING
DEPARTMENT

DRAFT

San Francisco Planning Department
January 2014

Rincon Hill

STREETSCAPE MASTER PLAN

Table of Contents

INTRODUCTION i

1 STREET PLANS 01

 1.1 Harrison Street 02

 1.2 Spear Street 05

 1.3 Main Street 08

 1.4 Beale Street 11

 1.5 Fremont Street 13

 1.6 First Street 15

 1.7 Guy Place 17

 1.8 Lansing Street 19

 1.9 Guy Place & Lansing Street Tree Spacing 21

 1.10 Grote Place & Zeno Place 22

2 CORNER BULBOUT/CURB EXTENSION DESIGN 25

3 LIVING STREET OPEN SPACE PANELS 26

4 STREET TREES & UNDERSTORY PLANTINGS 27

5 STREET FURNISHINGS & AMENITIES 34

6 STREET LIGHTING 35

7 PAVING 36

8 Utilities 37

1.0 Introduction



STREETS IN RINCON HILL

The new Rincon Hill Plan was adopted by the city and incorporated into the General Plan in August 2005. The Rincon Hill Plan contains a robust plan and detailed policies for streetscape and traffic changes as an integral part of the neighborhood's development. Besides being traffic-ways, some quite key to the city's regional traffic flows, the streets are an important part of the open space system in a very dense urban environment with limited opportunity for parks. These streets must also accommodate safe and gracious pedestrian and bicycle movement within the neighborhood. The key underlying goals that have shaped the Rincon Hill Streetscape and Traffic Plan are:

- Create "Living Streets" on Spear, Main, and Beale Streets, including calmed traffic and significant open space amenities. The calming of traffic is intended to facilitate a pleasant and safe residential, pedestrian, and bicycling environment, and the creation of lushly-landscaped streets with usable open space is necessary to augment the deficit of open green space in this dense urban area.
- Improve pedestrian conditions at intersections, particularly near freeway ramps.
- Widen narrow sidewalks on Fremont, First, and Harrison Streets to the greatest extent feasible.
- Separate bridge-bound traffic from local traffic on First Street and from local traffic and peak hour transit lanes on Harrison Street.

APPROVAL PROCESS

All of the street and traffic changes described in this Plan were analyzed and covered by the Environmental Impact Report (EIR) of the Rincon Hill Plan, which was certified by the Planning Commission in 2005 prior to adoption of the Plan, favorably recommended by ISCOTT in January 2006 and approved by the MTA Board of Directors on May 30, 2006. This document was approved by the Planning Commission on XXXXXX XXXXX and the Board of Supervisors on XXXXXX XX, 20XX.

PURPOSE OF THE DOCUMENT

This document is necessary to implement the streetscape and circulation policies adopted in the Rincon Hill Plan of the General Plan, adopted in 2005. As such, this document is the basis for General Plan consistency determinations for all streetscape and right-of-way improvements (including traffic configurations) in the Rincon Hill area, whether implemented by the public or private sectors. This Rincon Hill Streetscape Plan is used as the basis for, and to determine the adequacy and appropriateness of, all streetscape improvements required by Section 309.1 and 827 of the Planning Code, mandated by the Planning Commission, or voluntarily installed. All the curblines and traffic designs described here were fully analyzed and adopted in the Rincon Hill Plan EIR and Plan approvals. The purposes of this document are to

- (1) provide a clear, easy-to-follow and detailed comprehensive plan for streetscape and circulation changes for the Rincon Hill area.

- (2) provide detailed guidelines and standards for the design of streetscapes, including curblines, landscaping, street trees, sidewalk bulbouts, lighting, paving, and street furniture.

RELATIONSHIP TO TRANSBAY REDEVELOPMENT AREA

The Transbay Redevelopment area sits just to the north of Rincon Hill, on the north side of Folsom Street. The Planning Department and Redevelopment Agency have coordinated the planning of these two adjacent areas so that they will be built out as one coherent high-density residential neighborhood, and policies and controls have been coordinated for all relevant issues, including land use, building pattern, and streetscape design. The Transbay Redevelopment Project Area Streetscape and Open Space Concept Plan, approved by the Redevelopment Commission in November 2006, generally reflects the same basic configurations and streetscape standards as contained in this document. The details contained in this, the Rincon Hill Streetscape Plan, are the requirements and guidelines for Rincon Hill, but one can refer to the Transbay document for additional context and information purposes. Copies of the Transbay Streetscape document may be downloaded from the Redevelopment Agency's website at: http://www.sfgov.org/sites/sfra_page.asp?id=5583.

ORGANIZATION OF THE DOCUMENT

This document has two main sections:

- (1) **Individual Streets.** These pages outline the detailed streetscape and circulation design adopted for each street in Rincon Hill. The text includes a general descrip-

1.0 Introduction



tion of the present right-of-way configuration and approved Rincon Hill Plan configuration, as well as a detailed accounting of all the curblines and bulbout locations and measurements. Both cross-sections and plan views are included to show the organization of the street and placement of streetscape elements. Where appropriate, references are given to other pages in the document where details may be found on related specifications.

- (2) **Streetscape Element Standards and Implementation Requirements.** This section provides details for individual streetscape elements, including any dimensional, material, functional, construction or procedural requirements.

STREETSCAPE PLAN IMPLEMENTATION

The streetscape improvement show in this document will be implemented over time incrementally, through multiple mechanisms and funding sources:

1. **Developer Requirements:** Per planning code Section 138.1 (c)(2), developments exceeding certain size thresholds described therein must build out the streetscape improvements, including sidewalk widening and all elements as a basic zoning requirement.
2. **Developer In-kind Construction:** In lieu of paying some or all of required Rincon Hill impact fees, projects can propose to build streetscape improvements in excess of what is required by Planning Code Section 138.1
3. **City Construction:** Using available funds from some combination of impact fees an infrastructure financing district (IFD), or other funds (e.g. grants, general fund), the City would undertake improvements

All descriptions of physical elements in this document are required to be built out as specified herein, including dimensions, materials, installation methods, and locations. Some minor variation may be necessary or desirable due to unique or unforeseen circumstances, as well as to accommodate piecemeal and gradual buildout of the district's streetscapes over time. All streetscape implementation is subject to the approval and Plan consistency finding of the Planning Department. The Department of Public Works is the permitting agency for improvements within the public right-of-way and all applications and plan submissions must meet DPW submittal requirements. All technical specifications not described in this document must meet pertinent City standards and are subject to detailed design review and approval by DPW and other relevant agencies.

All existing streetscape elements, including traffic signals, parking meters, signage, and utility boxes must be relocated to conform to the alignments and configurations described in this Streetscape Plan.

All of the specific curblines and traffic changes have been approved in detail by the MTA Board of Directors on May 30, 2006 in Resolution 06-066. All changes to curblines must be legislated by the Board of Supervisors, and this is typically done when construction drawings are completed and coordinated with the Department of Public Works Bureau of Street Use and Mapping (DPW BSM). Project sponsors implementing these new sidewalk and curblines must apply through DPW BSM and legislation will be submitted to the Board. Because the MTA Board and Planning Commission have already approved the changes in concept via this Streetscape Plan, the curblines legislation process is merely procedural, but necessary to implement an incremental build-out of streetscapes across the neighborhood.

UTILITIES AND VAULTS

New

It is Project Sponsor's responsibility to ensure minimal impact or interference from any utilities (e.g. sidewalk vaults for electric power transformers or switches) with required streetscape treatments, particularly street tree planting and planter bed landscaping. The location and design of electric and other utility servicing needs must be considered in the architectural design phase of the project. Any sidewalk vaults must be placed either wholly within the clear walking sidewalk surface between the building edge and the inner edge of landscaping beds and tree basins or in naturally occurring breaks in planter beds as described for each street in this document. The preferred location for electric vaults is within the driving or walking surface of driveways, alleyways or walkways on the project property. Proposals that require significant elimination of street trees or landscaping due to utilities will not be considered favorably and approval will be delayed.

Existing

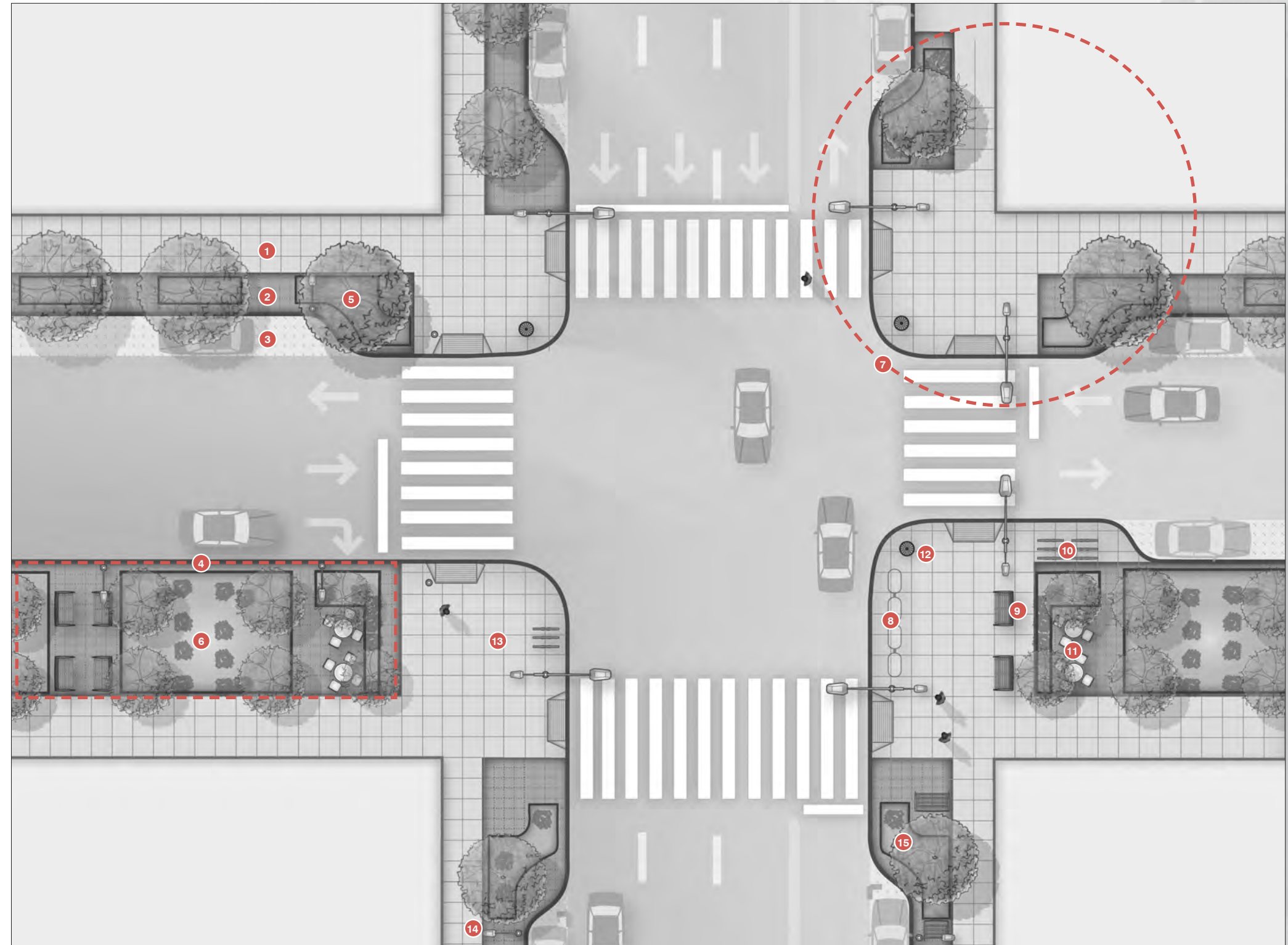
There are numerous sub-grade utilities and vaults (water, sewer, power, telecommunications) within the existing right-of-ways. The implementation of the curblines and other streetscape elements required in this document will, in some cases, require some relocation or alteration of existing utilities. Per requirements of DPW, PUC, or other agencies, project sponsors are required to carry out any and all utility relocations or modifications as necessary. Any variation from the curblines and standards contained in this document proposed by project sponsors in order to avoid modifications of existing utilities may only be considered and approved in consultation with and at the discretion of the Planning Department.

1.0 Street Plans

The diagram at right, along with the associated key below, is intended to help identify streetscape features for all subsequent street plans shown on pages 3 - 19.

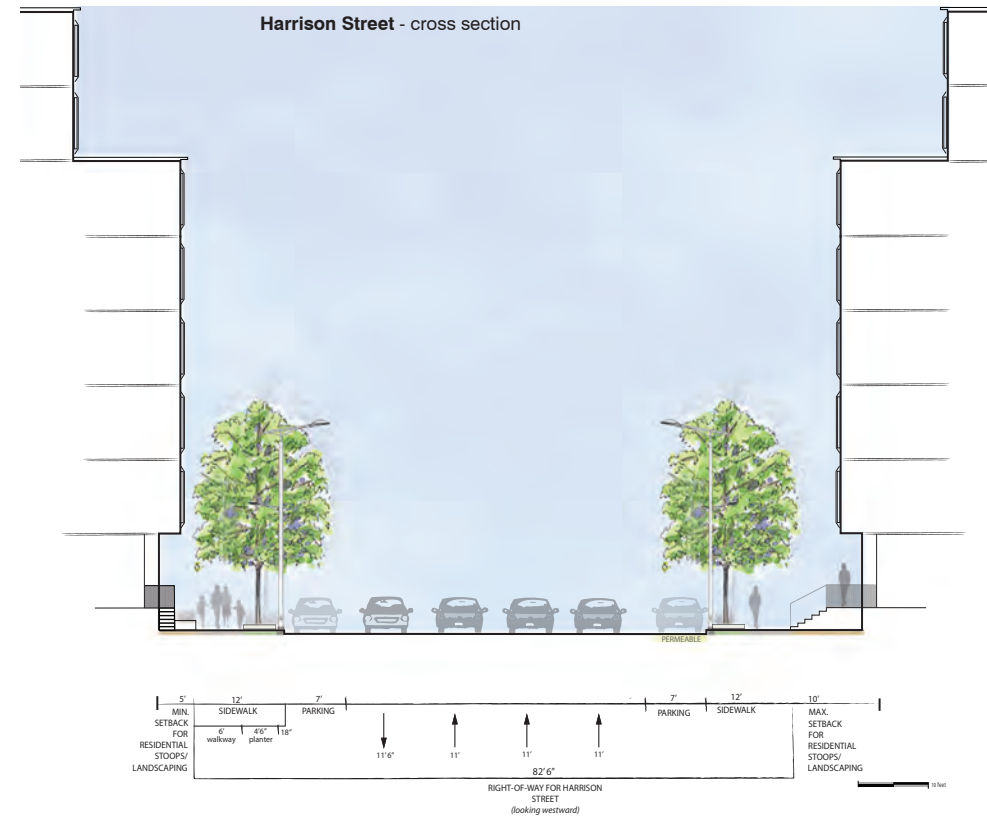
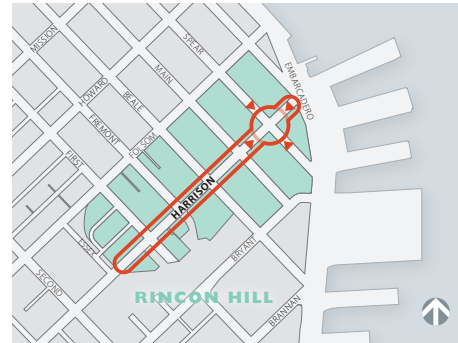
KEY

1. 3' x 3' saw-cut concrete
2. 6" x 6" granite pavers
3. Permeable pavers
4. Living Street Open Space Panel
5. Street Tree
6. Understory plantings
7. 6' x 15' Bulbout
8. Newspaper rack
9. Benches
10. Bike rack
11. Cafe seating
12. Trash can
13. Traffic/Pedestrian light
14. Pedestrian light
15. Planter



1.1 Harrison Street

Harrison Street is a fairly heavily trafficked and auto-dominated street associated with three Bay Bridge ramps: two on-ramps (at Essex and at First Street) and one off-ramp (at Fremont Street). Westbound afternoon peak hour traffic feeding the First Street on-ramp is particularly heavy. This congestion causes particular problems and delay for the 12-Folsom Muni line, which travels west on Harrison. The pedestrian realm is currently bleak, with narrow 8' sidewalks (and narrower in some places). However, traffic lanes are excessively wide, especially the much more lightly used eastbound lane, which allows some marginal room for widening sidewalks. Several major developments, including some ground floor residential townhouses, will line Harrison west of the Beale Street overpass. Additionally, the primary site identified for a public park on Rincon Hill sits along Harrison Street, just east of the Fremont Street off-ramp, making improvements to the pedestrian realm and safety imperative.



Roadway:

Current: Three traffic lanes westbound, one eastbound. Curbside parking on both sides.

RH Plan: (Embarcadero to Essex) All lanes narrowed. Curbside parking lane on north side widened and used as afternoon peak hour towayway transit lane.

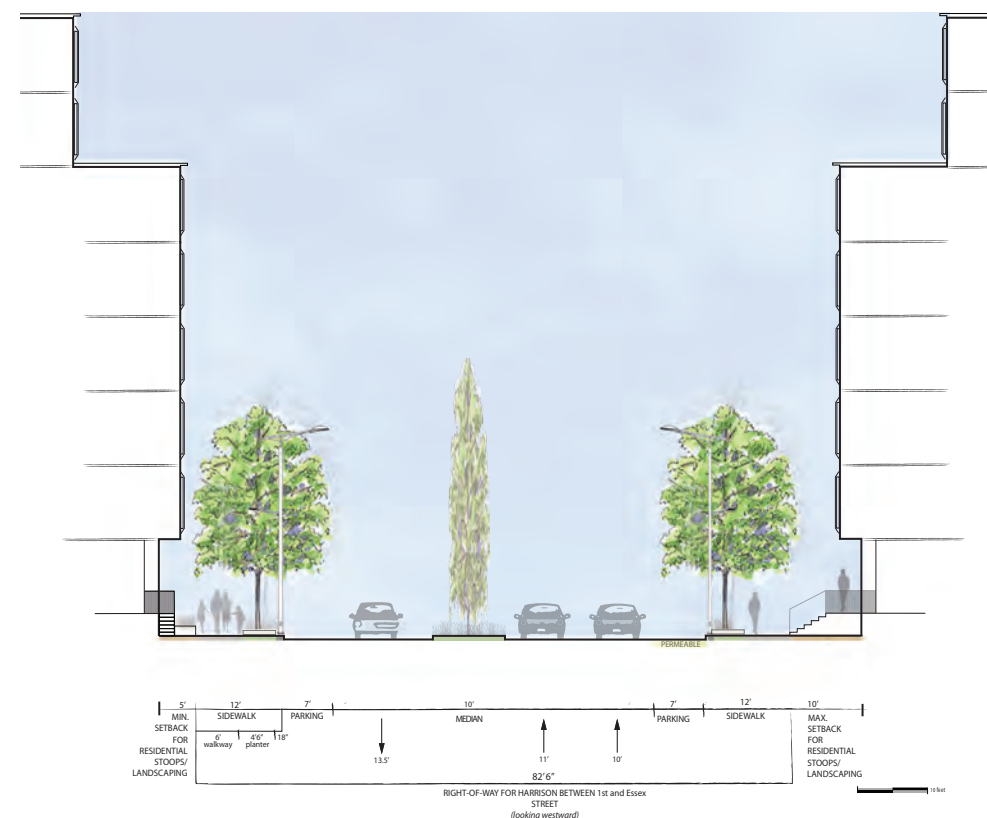
(First to Essex) Eliminate one westbound lane for a total of two lanes westbound and one eastbound. Create a 10'-wide landscaped median.

Sidewalks:

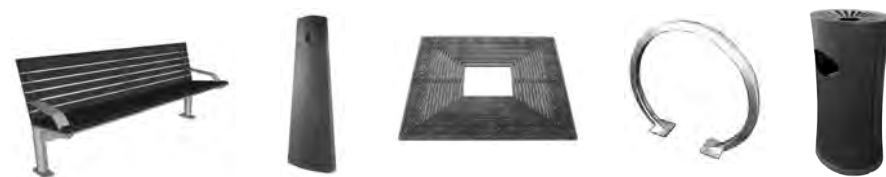
Both sides of the street shall be 12 feet to face of curb.

Bulbouts:

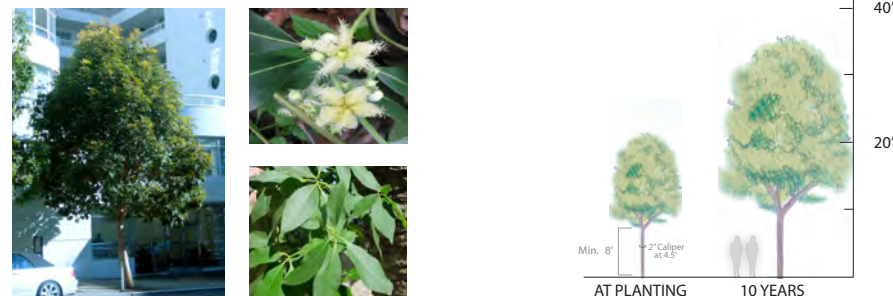
All corners all corners at all intersections. except SW corner at Fremont Street.



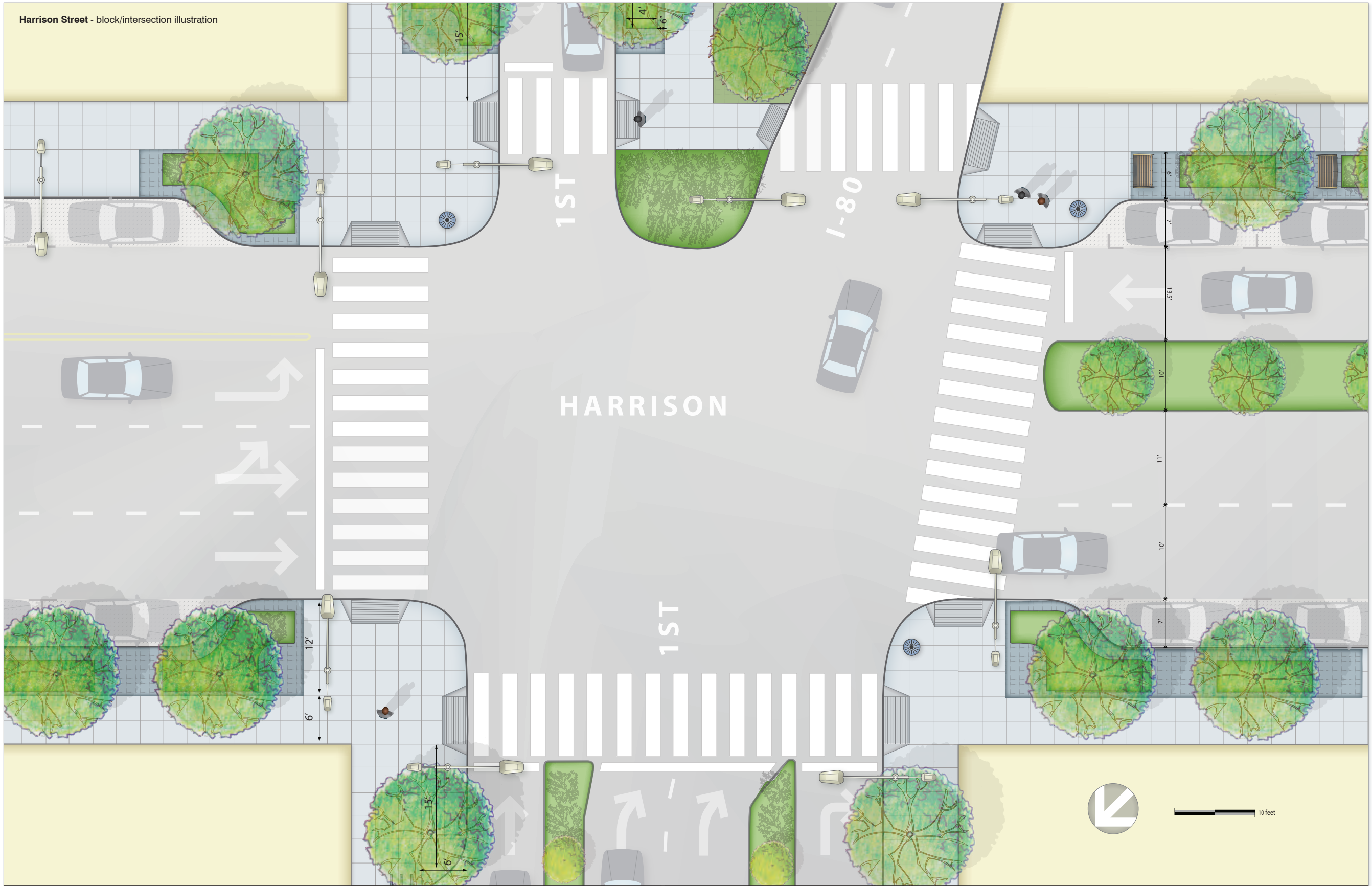
DESIGN PALETTE (SEE PAGE 34)



STREET TREE: BRISBANE BOX (SEE PAGE 30)

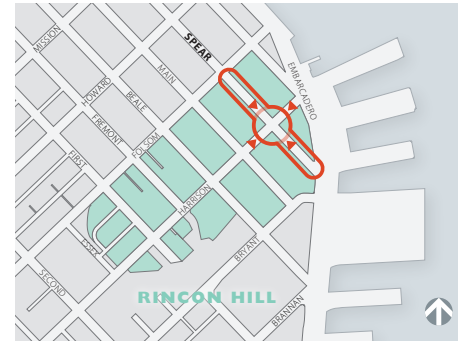






1.2 Spear Street

The Rincon Hill Plan contains explicit policies to narrow the width of the trafficways on Spear, Main and Beale Streets south of Folsom Street by reducing the number of traffic lanes and their width, allowing for one lane in each direction at all times but the peak hour, and transforming them into “Living Streets.” The primary goal of Living Streets is to prioritize pedestrian activity and usable open space over traffic and to calm traffic.

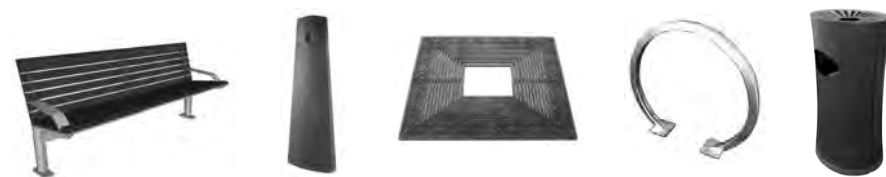


The basic design strategy of the Living Streets is to significantly widen the pedestrian space on one side of each street in order to create sufficient space for open space amenities such as pocket parks, seating areas, community gardens, dog runs, public art, and the like. This proposal is coordinated as “one neighborhood” with the Transbay area, just across Folsom Street, so that these Living Streets will form linear parks stretching from

Mission Street through both districts to the Embarcadero. Rincon Hill will be a very dense neighborhood and opportunities for traditional “park” space are highly limited; the Living Streets will fill part of this need.

A mid-block crosswalk will also be created to allow pedestrians to cross safely on these long blocks and connect to a system of interior mid-block paths.

DESIGN PALETTE (SEE PAGE 34)



STREET TREE: LITTLE LEAF LINDEN (SEE PAGE 29)



Roadway:

Current: Three lanes southbound. Curbside parking both sides, with perpendicular parking south of Harrison.

RH Plan: One lane each direction. Curbside parking both sides, all parallel. Permanent curbside right-turn pocket 100' in length in lieu of parking and bulb-out southbound at Harrison.

Sidewalks:

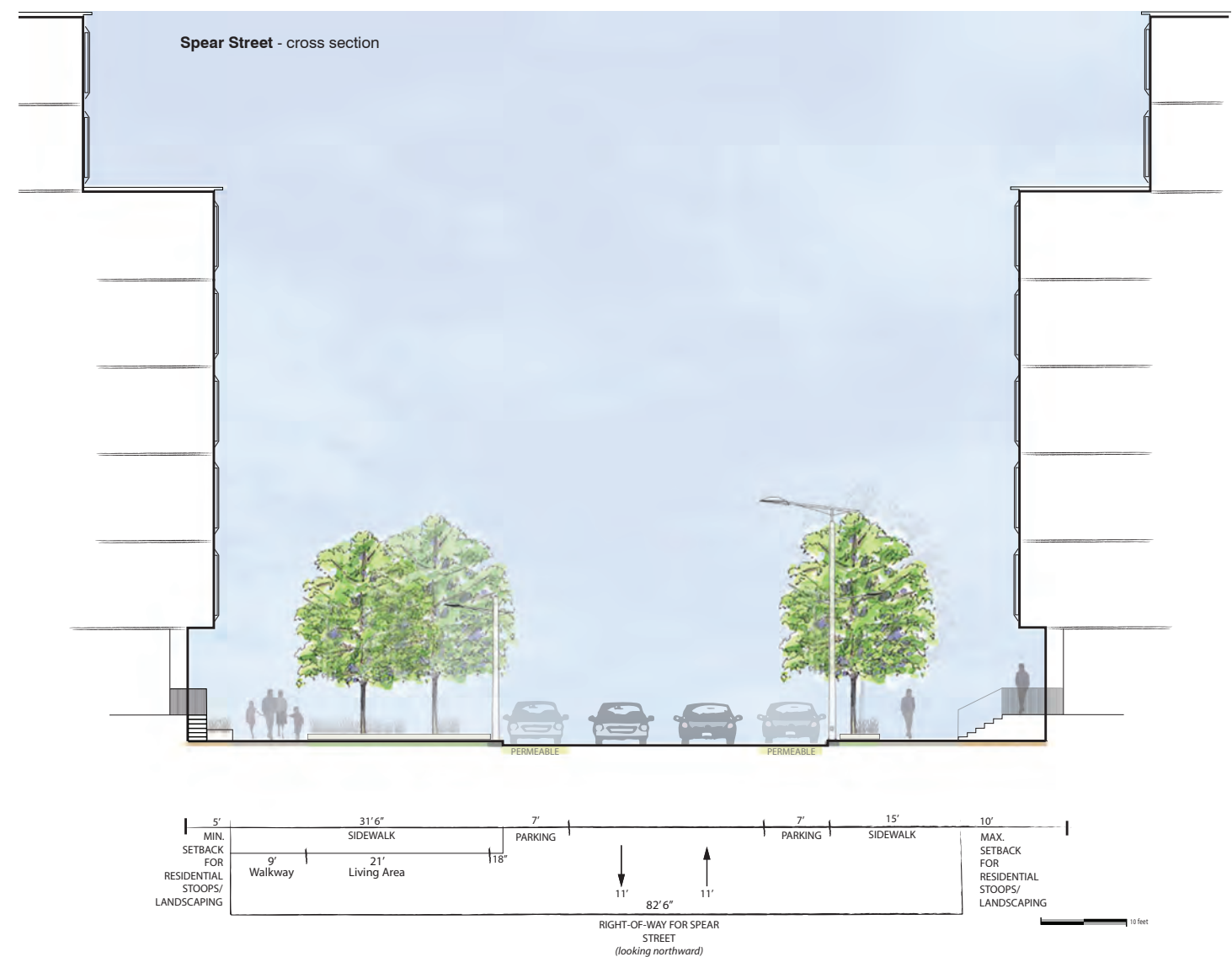
West side shall be 31 feet 6 inches to face of curb.

East side shall be 15 feet to face of curb.

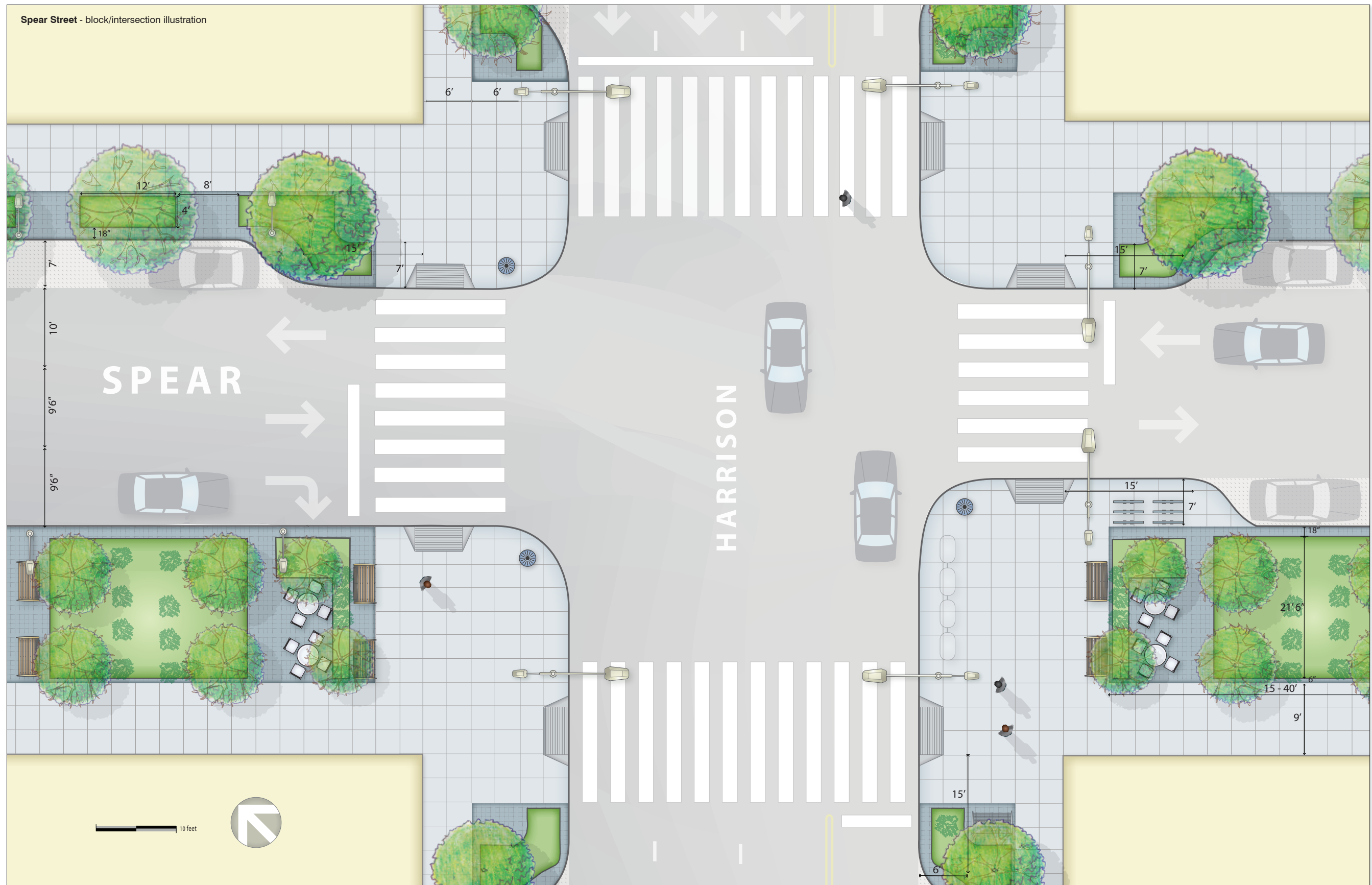
Bulbouts:

All corners except west side from Harrison Street northerly.

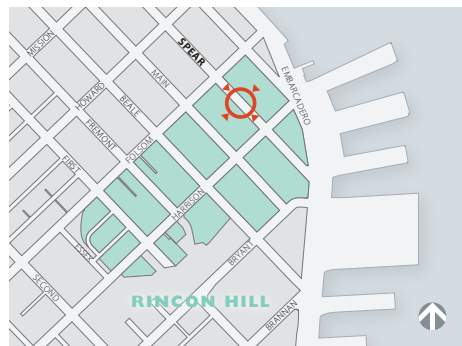
Mid-block; both sides, from 250 feet to 280 feet south of Folsom Street



Spear Street - block/intersection illustration

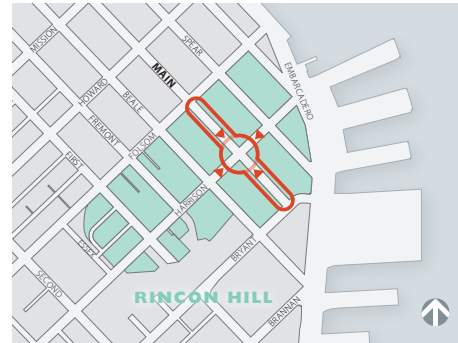


1.2 Spear Street



1.3 Main Street

Main Street will have an almost identical Living Street configuration to Spear Street, with a couple small, but notable differences. Main Street features heavier southbound peak hour freeway-bound traffic which turns east on Harrison. To allow the sidewalk and open space to be created while maintaining greater capacity in the peak hour when it is needed, a southbound towaway curbside lane will be created.



Roadway:

Current: Two lanes southbound and one northbound. Curbside parking both sides, with perpendicular parking south of Harrison.

RH Plan: One lane each direction. Curbside parking both sides, all parallel. Permanent curbside right turn-pockets 100' in length in lieu of parking and bulb-outs: northbound at Folsom; southbound at Harrison; northbound at Harrison; and southbound at Bryant. Curbside parking lane westside between Folsom and Harrison becomes towaway no-stopping afternoon peak hour southbound traffic lane.

Sidewalks:

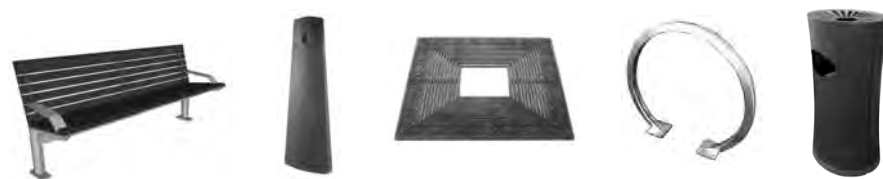
West side shall be 28.5 feet to face of curb.
East side shall be 15 feet to face of curb.

Bulbouts:

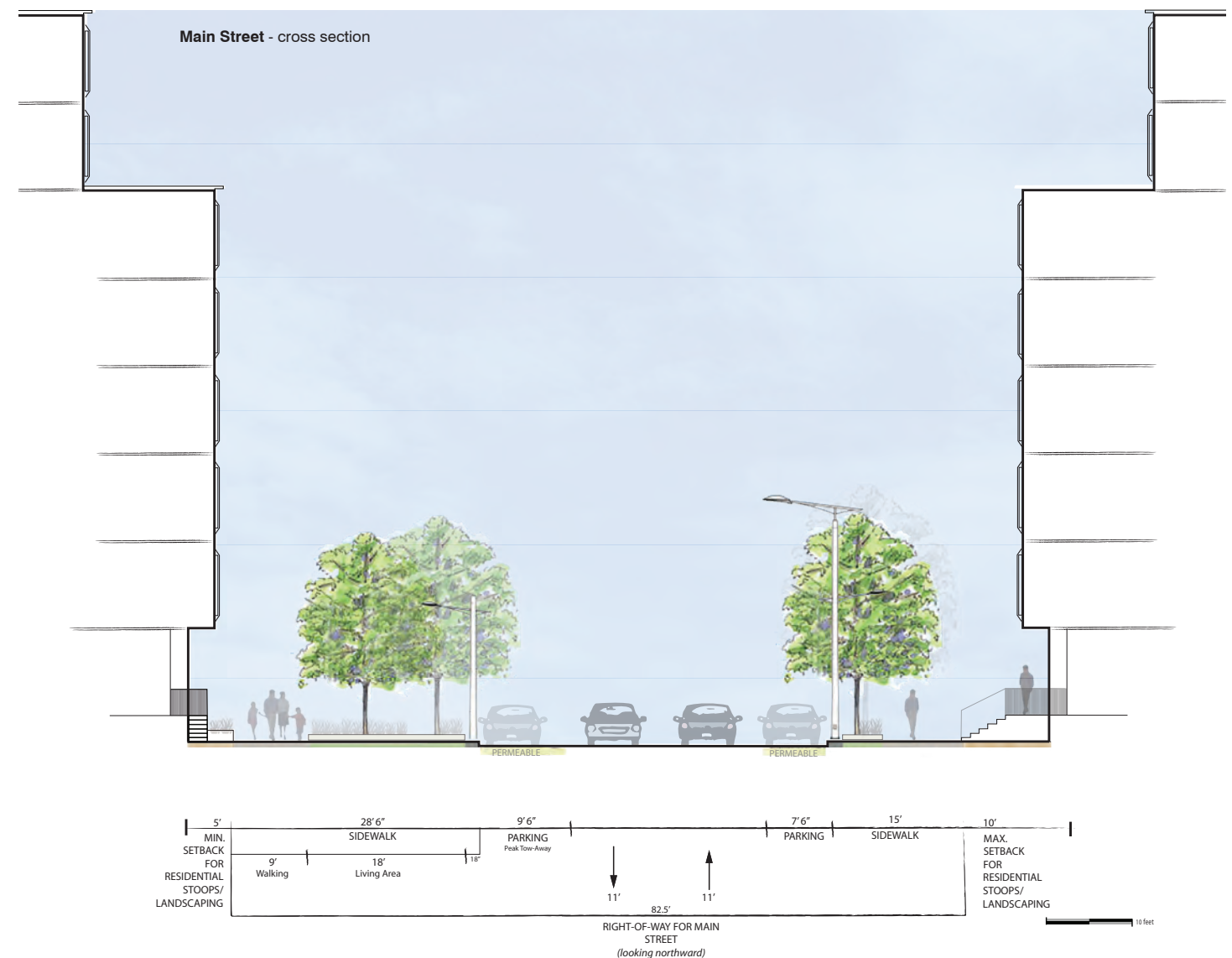
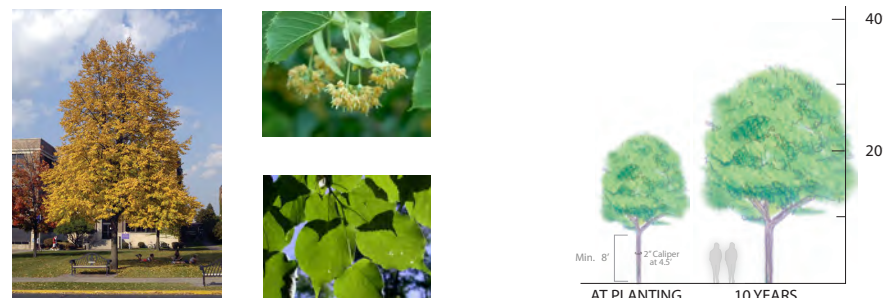
All corners except: east side from Folsom Street southerly; west side from Harrison Street northerly; east side of Harrison Street southerly, west side from Bryant Street northerly.

Mid-block; east side, from 250 feet to 280 feet south of Folsom Street; both sides, from 250 to 280 feet south of Harrison Street.

DESIGN PALETTE (SEE PAGE 34)

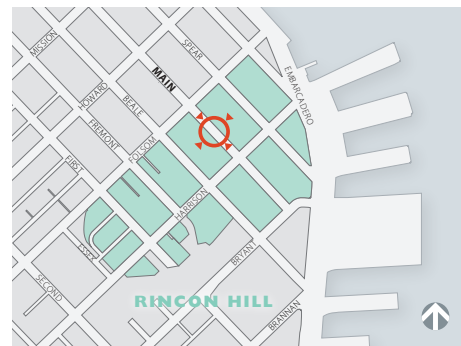


STREET TREE: LITTLE LEAF LINDEN (SEE PAGE 29)



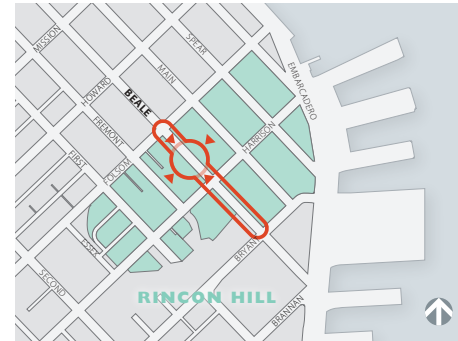


1.3 Main Street



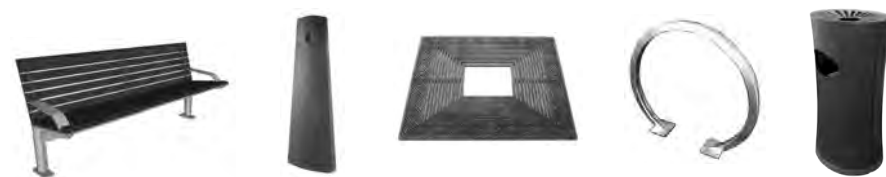
1.4 Beale Street

Main Street will also have an almost identical Living Street configuration to Spear and Main Street, with a couple small, but notable differences. Beale Street does not intersect with Harrison Street but rather passes under it. This presents several opportunities and additional demands on Beale Street. First, it provides the only practical access from the Financial District to the Bryant Street carpool-only on-ramp to the Bay Bridge, allowing bridge-bound vehicles to avoid traffic queues on Main and Harrison Street. Second, it is a reasonably direct southbound bicycle route south through Rincon Hill to South Beach. Additionally, the Bay Bridge anchorage is adjacent to the roadway south of Harrison Street. Due to heightened security concerns for protecting the bridge anchorage, a new security wall extending out into the existing sidewalk was built by Caltrans around the anchorage. To accommodate growing carpool traffic, the road width is sufficiently wide to allow a second



southbound peak hour lane as a curbside towaway lane should it be necessary in the future. A southbound bicycle lane between Folsom and Bryant is also included. (Note: After September 11, 2001, Beale Street was closed to all public access between Folsom and Bryant. It has since been re-opened after security measures were put in place, and the traffic striping was adjusted to partially conform to the Rincon Hill Plan).

DESIGN PALETTE (SEE PAGE 34)



STREET TREE: LITTLE LEAF LINDEN (SEE PAGE 29)



Roadway:

Pre-2001: Three lanes southbound.

Current: One lane each direction, southbound bicycle lane. Curbside parking both sides between Folsom and approximately Harrison, parallel west side and perpendicular east side. No parking south of northern line of Bay Bridge either side. Permanent curbside right turn-pockets 100' in length in lieu of parking: northbound at Folsom; southbound at Bryant.

RH Plan: One lane each direction, southbound bicycle lane. Curbside parking both sides, all parallel. Permanent curbside right turn-pockets 100' in length in lieu of parking and bulb-outs: northbound at Folsom; southbound at Bryant.

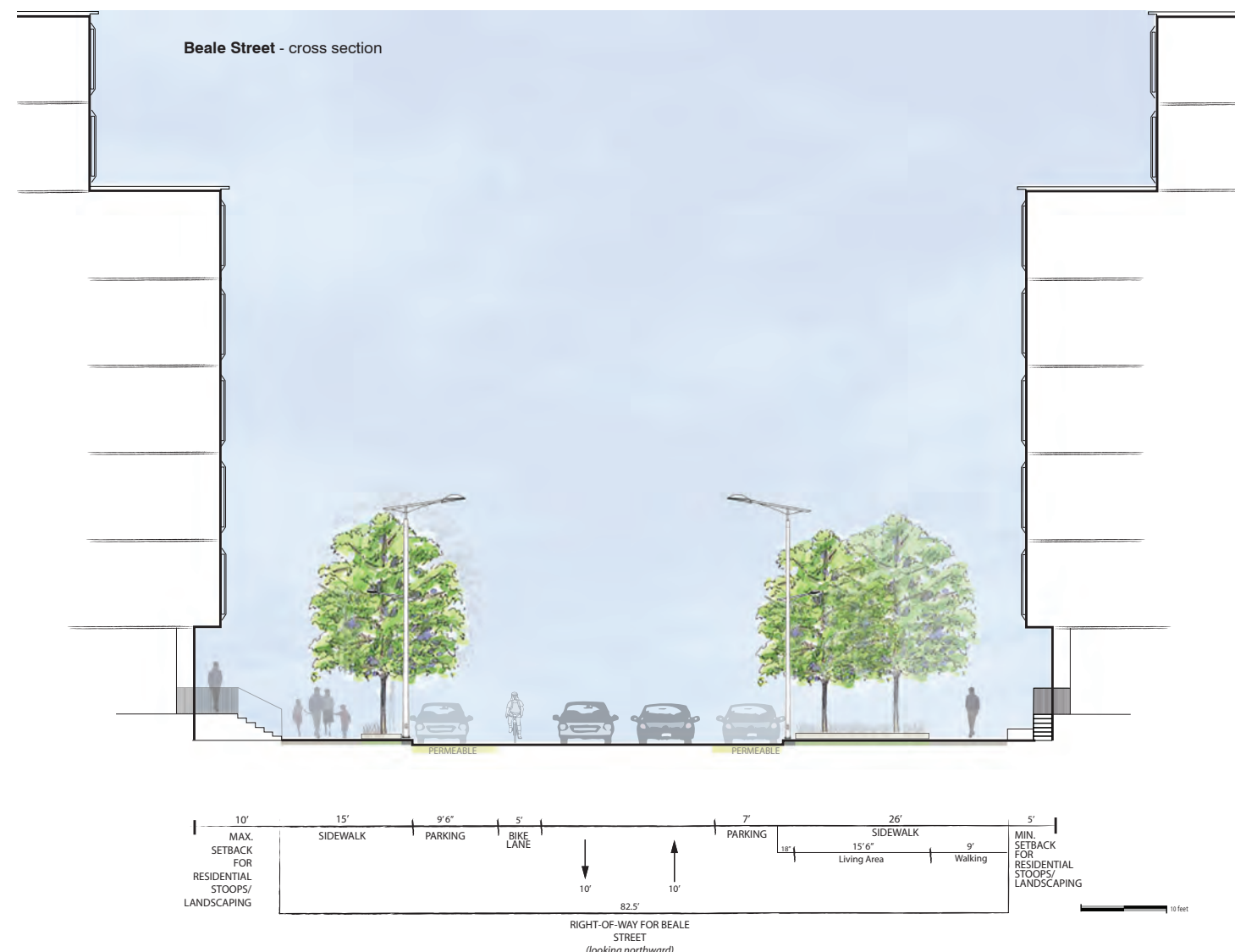
Sidewalks:

West side shall be 15 feet to face of curb.
East side shall be 24 feet to face of curb.

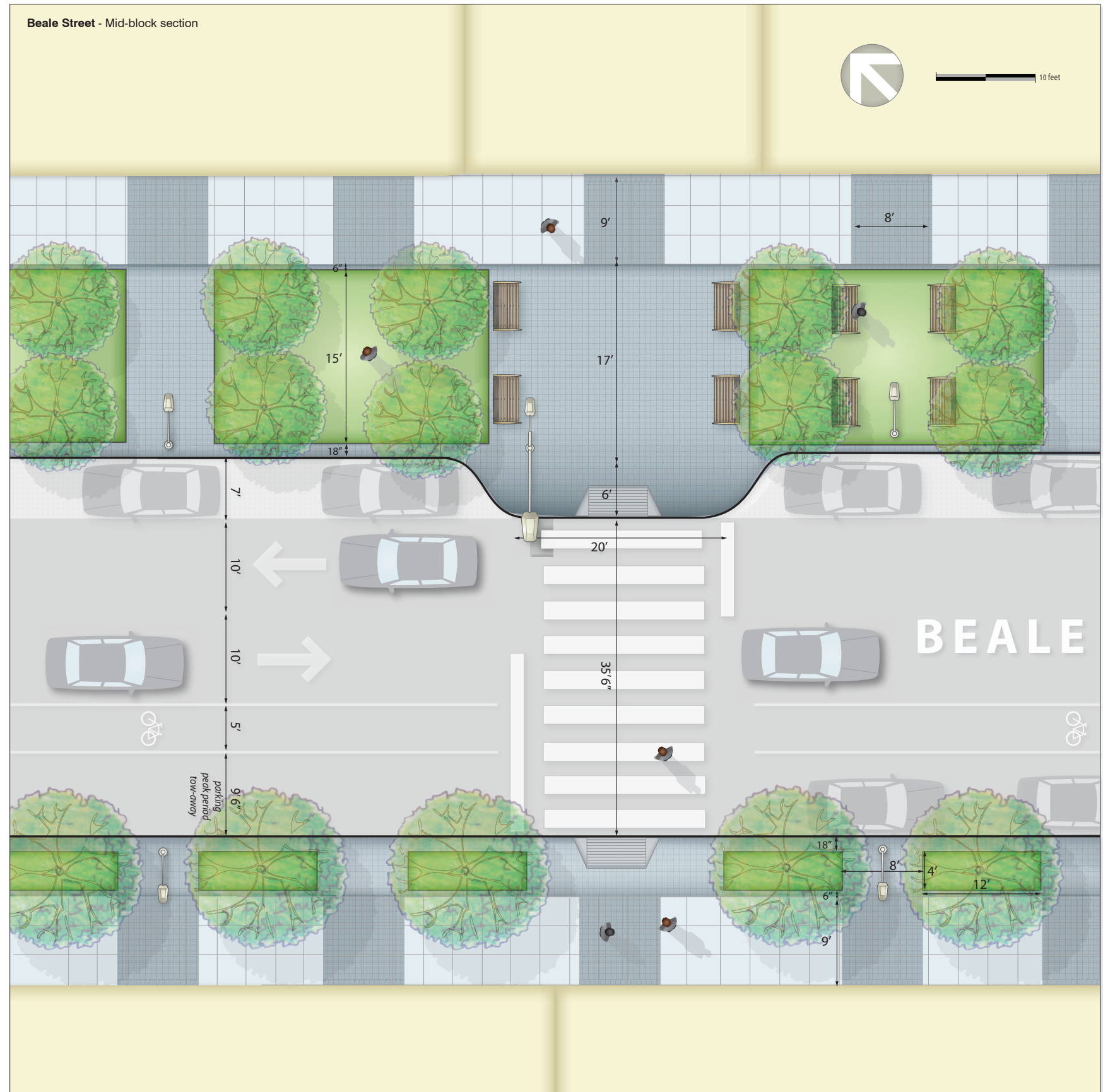
Bulbouts:

All corners except: east side from Folsom Street southerly; west side from Bryant Street northerly;

Mid-block; east side, from 250 feet to 280 feet south of Folsom Street.

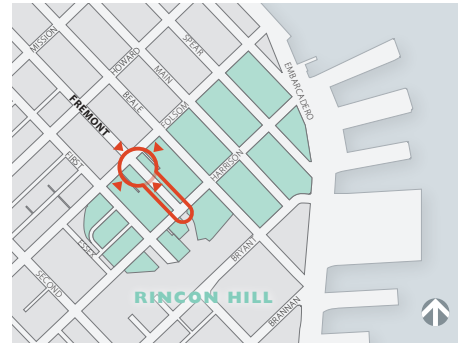


1.4 Beale Street



1.5 Fremont Street

While there is an off-ramp feeding directly onto Fremont Street northbound, there is relatively light traffic on Fremont Street between Harrison and Folsom Streets, and therefore excess capacity. This street will see major land use transformation, with approximately 750 housing units on this one block, including numerous ground floor townhouses on both sides of the street.



Roadway:

Current: Two traffic lanes each direction, except the southbound direction narrows to one lane at Harrison Street. Curbside parking on both sides.

RH Plan: One lane southbound and two northbound. One southbound (uphill) bicycle lane. Curbside parking on both sides.

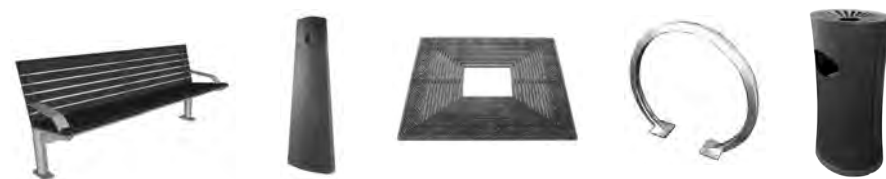
Sidewalks:

Both sides of the street shall be 15 feet to face of curb.

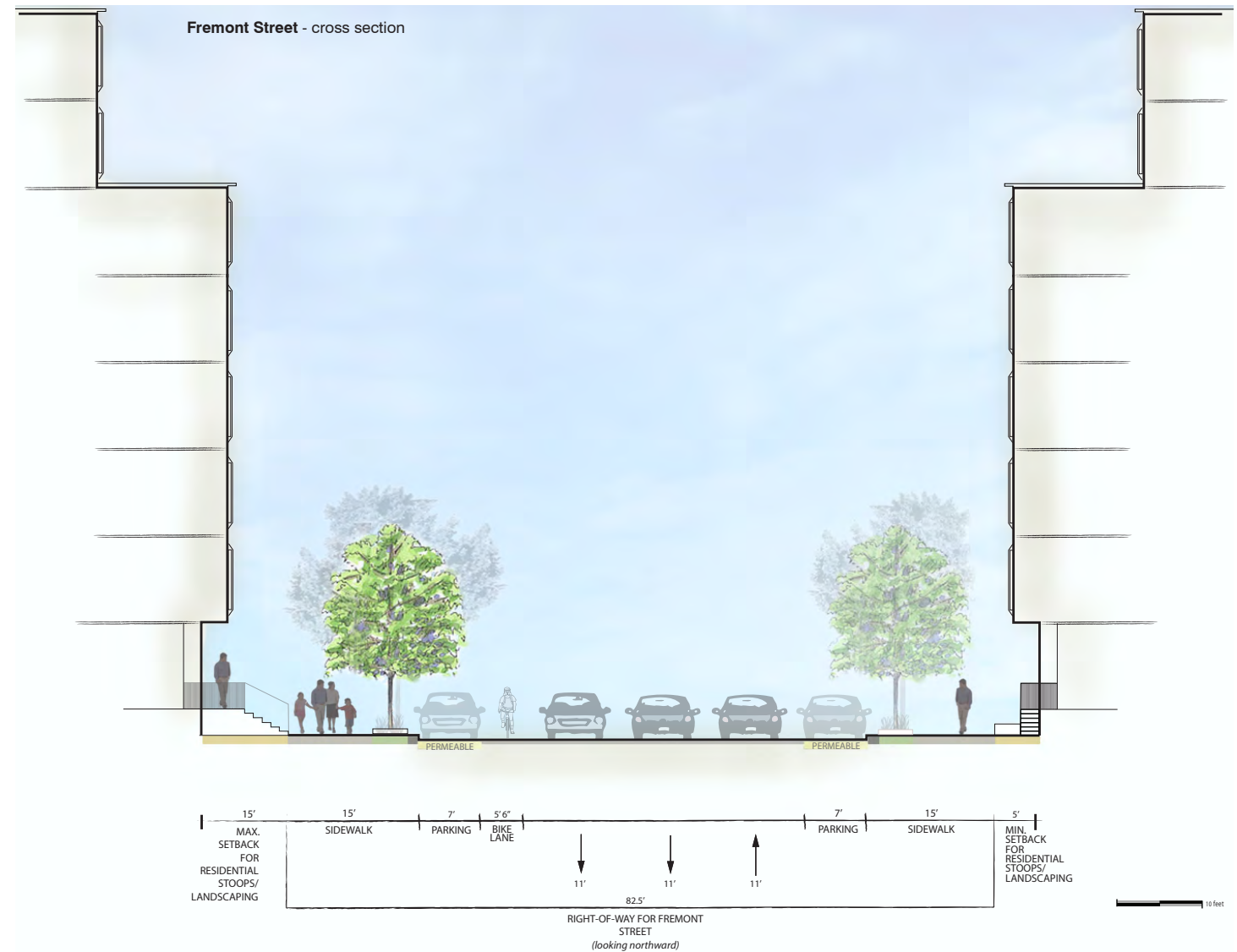
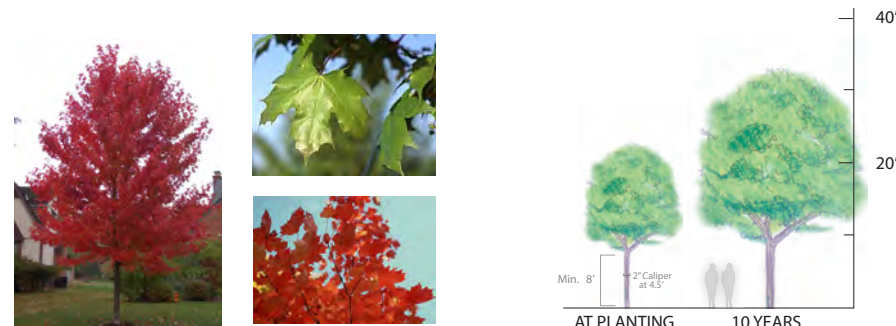
Bulbouts:

All corners (both sides from Folsom Street southerly; both sides from Harrison Street northerly)

DESIGN PALETTE (SEE PAGE 34)



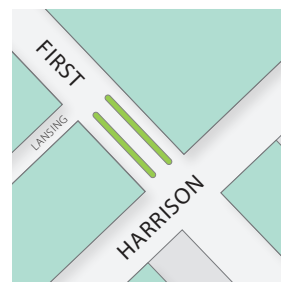
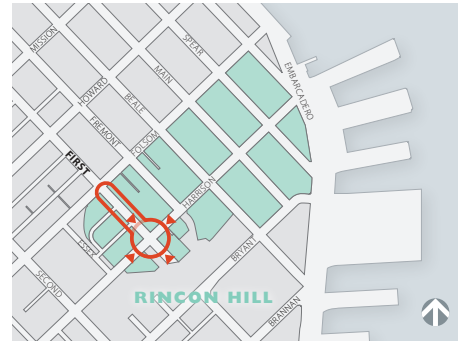
STREET TREE: RED SUNSET MAPLE (SEE PAGE 31)



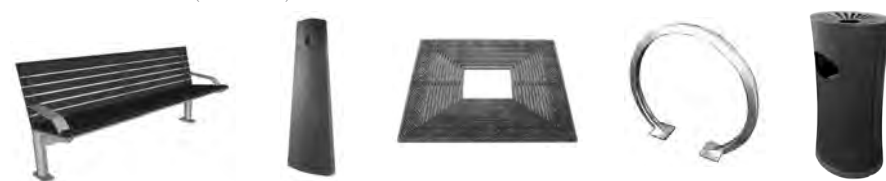
1.6 First Street

First Street's primary function is as a feeder to the Bay Bridge. Between Folsom and Harrison there is little opportunity to widen sidewalks significantly or eliminate traffic lanes. The east sidewalk at the north half of the block was widened during the Rincon Hill planning process. To improve pedestrian crossing at Harrison Street, beautify and soften the street environment, and facilitate local-traffic flow in the outer lanes, landscaped medians are included at the southern end of the block, roughly between Lansing and Harrison Streets, where there are currently painted medians only.

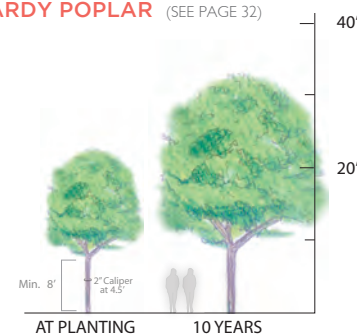
The topography of Rincon Hill is such that First Street terminates at the top of the hill, just south of Harrison Street. This stub end is to be narrowed to the minimum necessary to serve development at the top of the hill, and the remainder converted into landscaped open space.



DESIGN PALETTE (SEE PAGE 34)



STREET TREE: RED SUNSET MAPLE AND LOMBARDY POPLAR (SEE PAGE 32)



Roadway:

Current: (Folsom to Harrison) Four traffic lanes southbound. Curbside parking on both sides, except south of Lansing Street.

(Harrison to end) One lane each direction. Perpendicular parking both side.

RH Plan: (Folsom to Harrison) Four traffic lanes southbound. Curbside parking on both sides, except south of Lansing Street.

(Harrison to end). One lane each direction. No on-street parking.

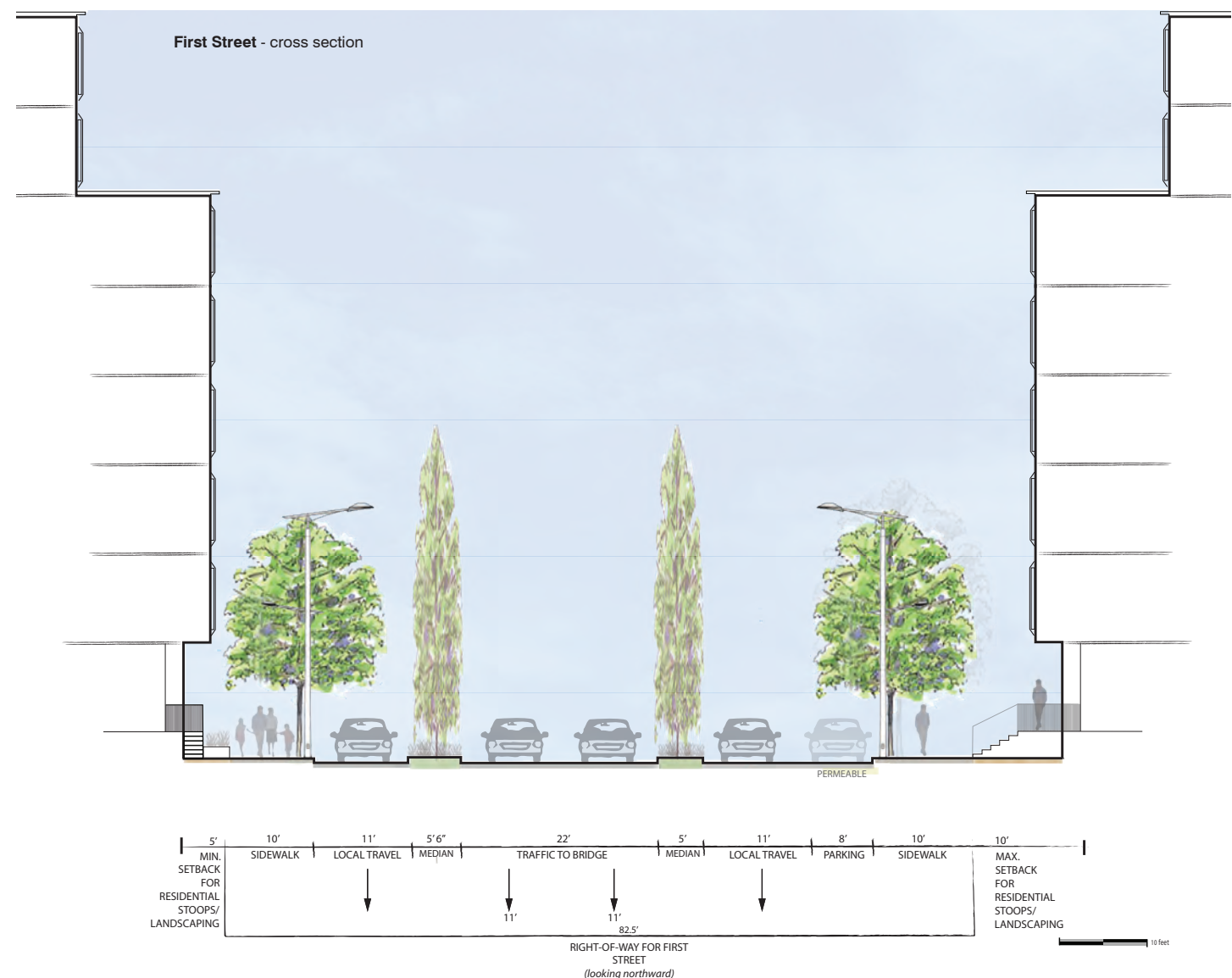
Sidewalks:

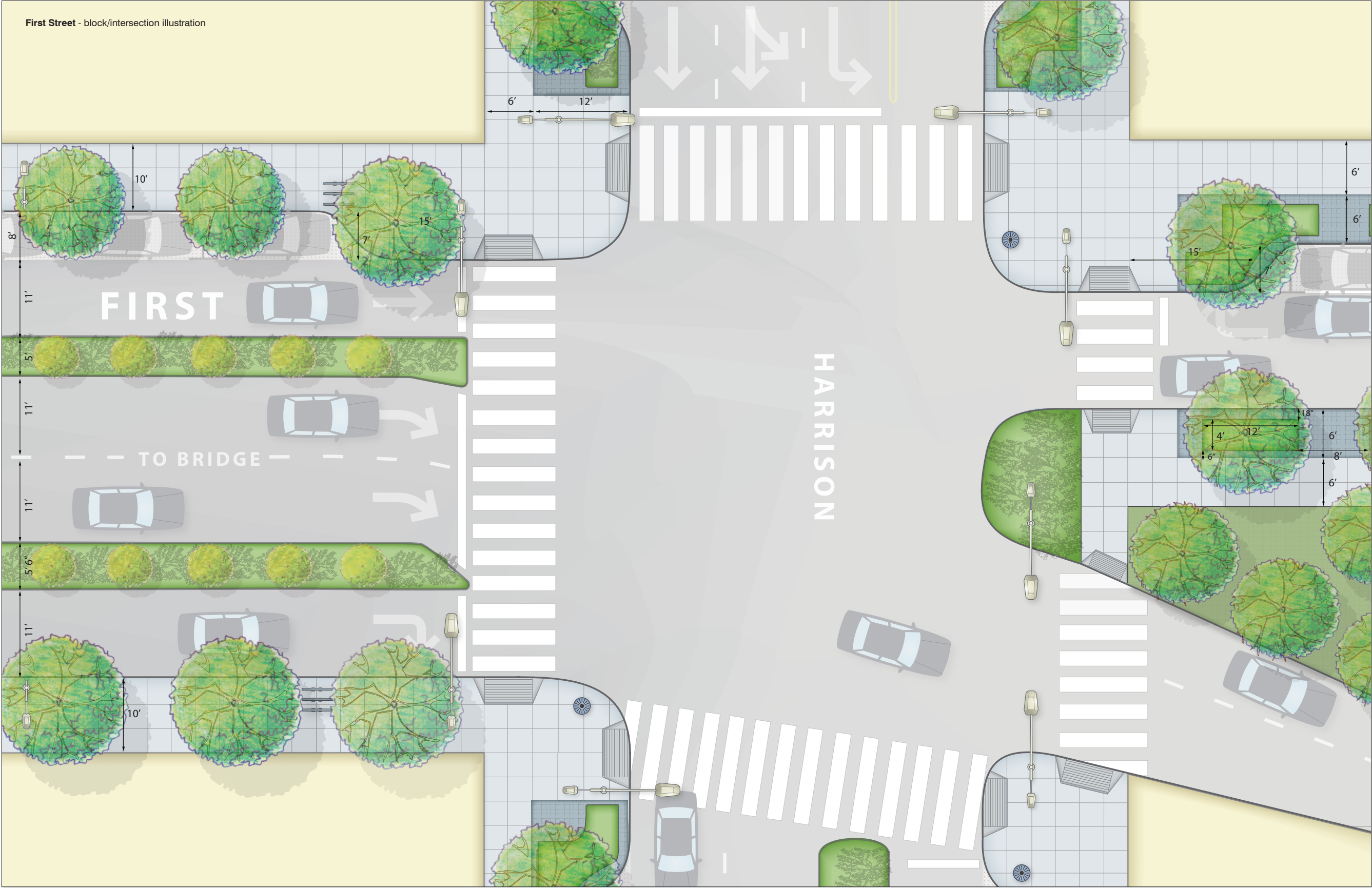
(Folsom to Harrison) East side of the street shall be 15 feet to face of curb, transitioning to 10 feet south of Lansing Street. West side shall be 10 feet.

(Harrison to end) 12 feet both sides.

Bulbouts:

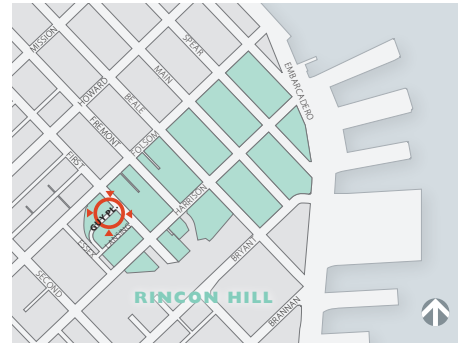
All corner except west side from Harrison Street northerly.





1.7 Guy Place

Guy Place and Lansing Street are narrow streets (35' wide) that form a continuous semi-loop connecting to the west side of First Street, between Folsom and Harrison Streets. A public staircase descends from the west end of Lansing Street down to Essex Street. These streets see only light traffic serving buildings directly on these streets, as they connect only to First Street, but the right-of-way width limits the width of the narrow sidewalks. The streets shall be designed to encourage pedestrian use for the entire street width, particularly in the use of special paving across the entire roadway, as well as street tree planting in between parked cars. The street should be designed as a single-surface "shared street" without curbs pursuant to the Better Streets Plan guidelines. Additionally, raised crosswalks across the mouth of the streets at First Street will define a threshold into which vehicles enter a mostly pedestrian environment.



Roadway:

Current: One travel lane. Curbside parallel parking one side.

RH Plan: No change.

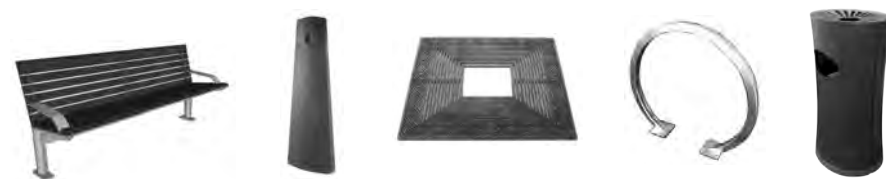
Sidewalks:

The protected pedestrian area adjacent to parking shall be 6 feet in width, the other protected pedestrian area shall be 9 feet to face of curb.

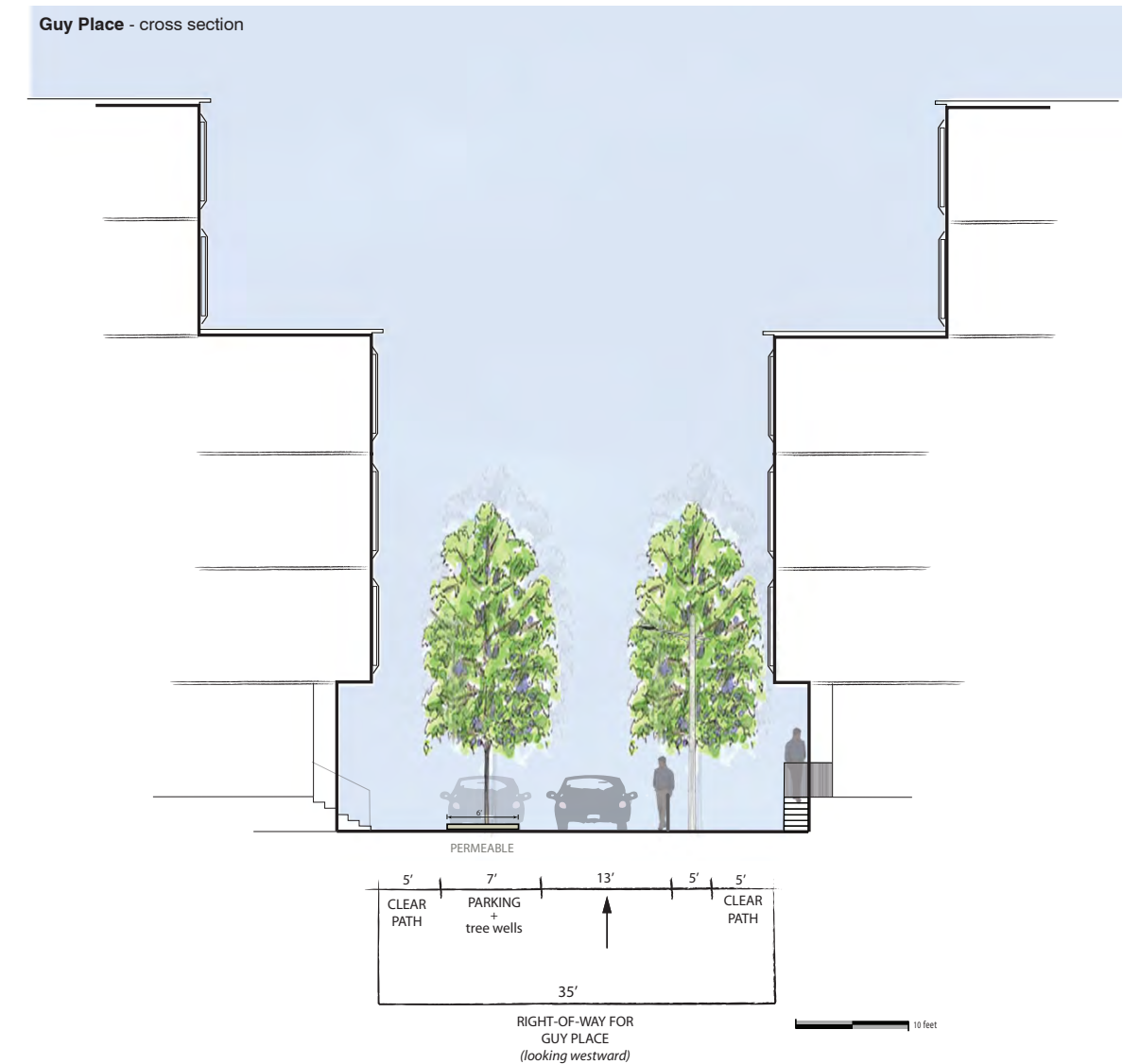
Bulbouts:

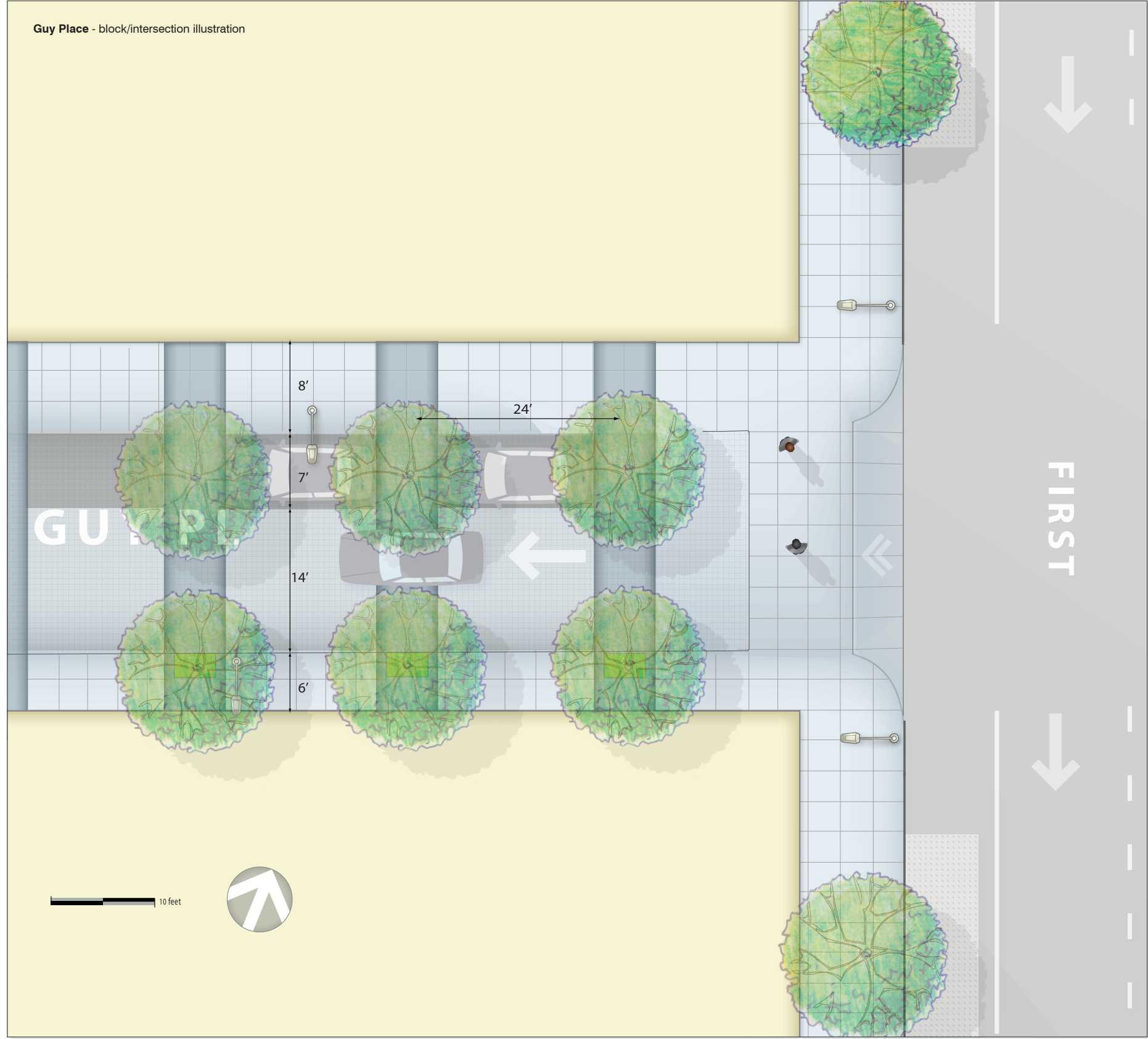
None.

DESIGN PALETTE (SEE PAGE 34)



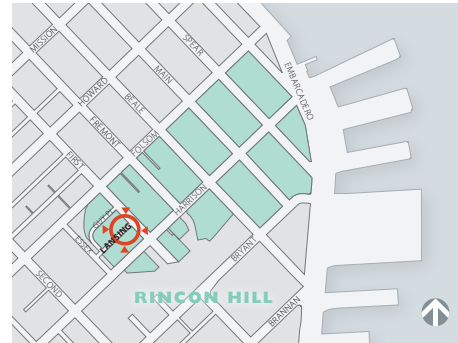
STREET TREES: COLUMNAR VARIETIES (SEE PAGE 33)



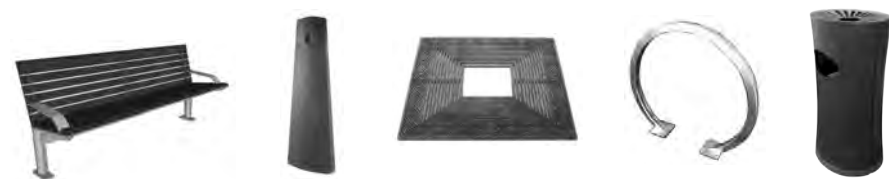


1.8 Lansing Street

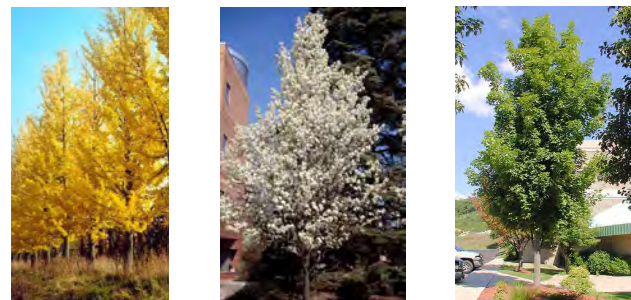
Guy Place and Lansing Street are narrow streets (35' wide) that form a continuous semi-loop connecting to the west side of First Street, between Folsom and Harrison Streets. A public staircase descends from the west end of Lansing Street down to Essex Street. These streets see only light traffic serving uses directly on these streets, as they connect only to First Street, but the right-of-way width limits the width of the narrow sidewalks. The streets shall be designed to encourage pedestrian use for the entire street width, particularly in the use of special paving across the entire roadway, as well as street tree planting in between parked cars. Additionally, raised crosswalks across the mouth of the streets at First Street will define a threshold into which vehicles enter a mostly pedestrian environment.



DESIGN PALETTE (SEE PAGE 34)



STREET TREES: COLUMNAR VARIEGATES (SEE PAGE 33)



Roadway:

Current: One travel lane. Curbside parallel parking one side.

RH Plan: Maintain existing pedestrian zone and travel lane dimensions but convert to street to Shared Public Way (curbless street).

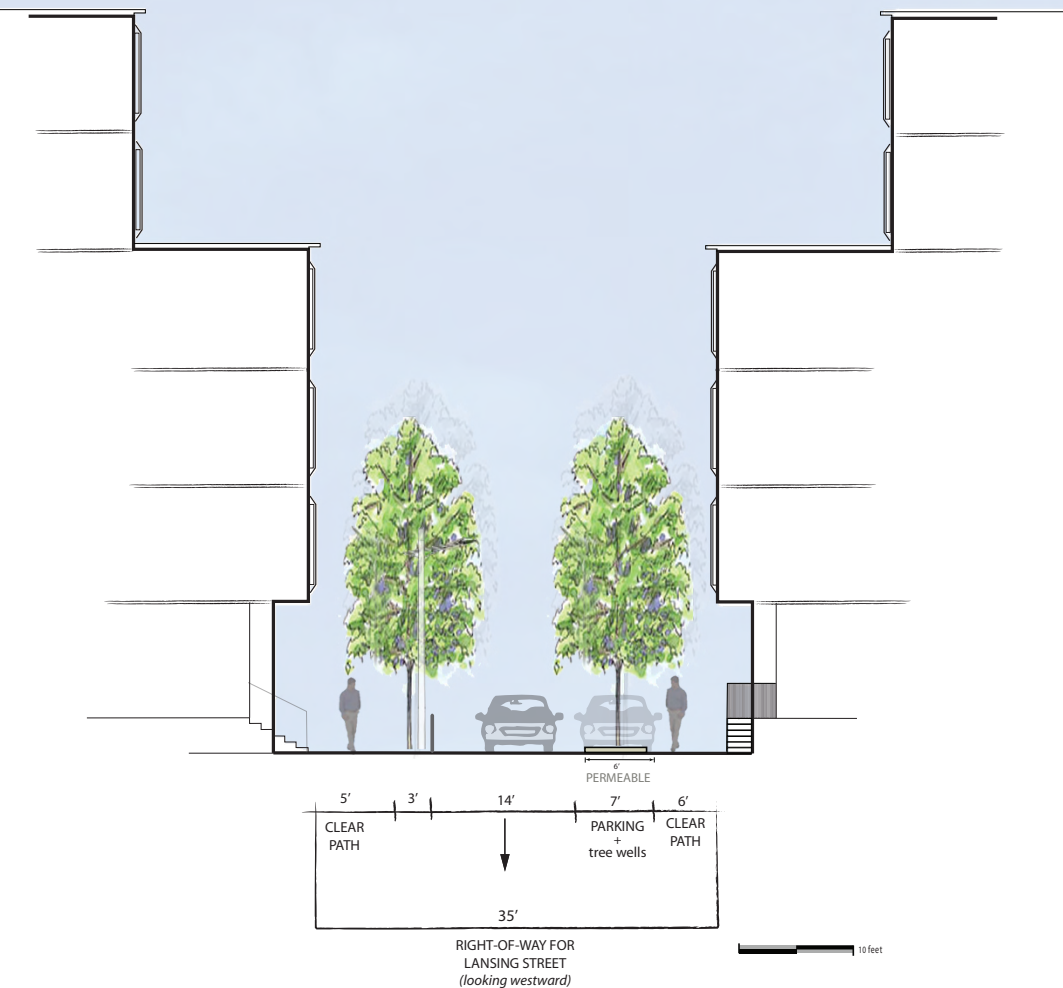
Pedestrian-Safe Zones (sidewalks):

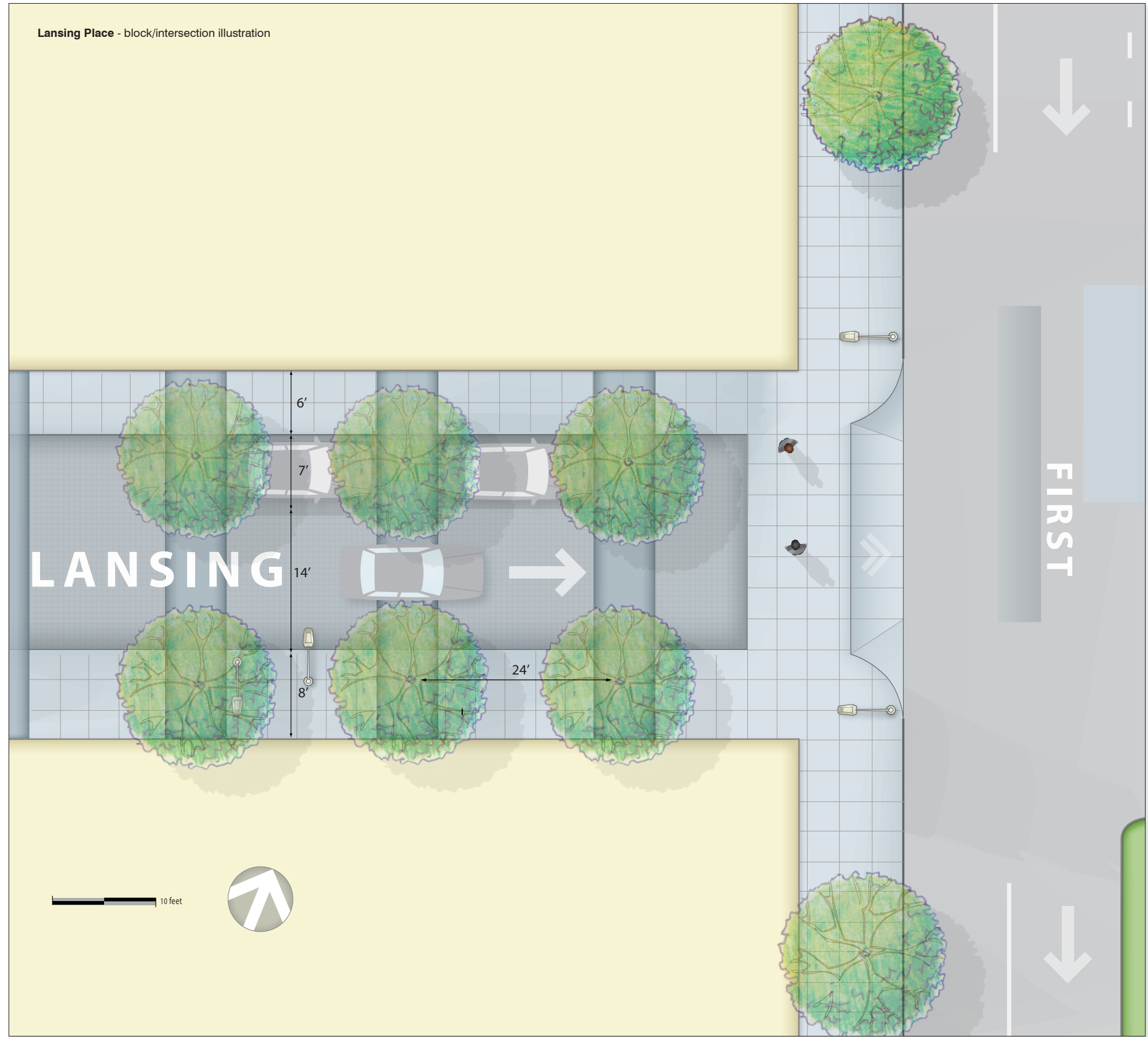
The sidewalk adjacent to curb parking ("outer sidewalk") shall be 6 feet to face of curb, the other sidewalk shall be 8 feet to face of curb.

Bulbouts:

None.

Lansing Street - cross section



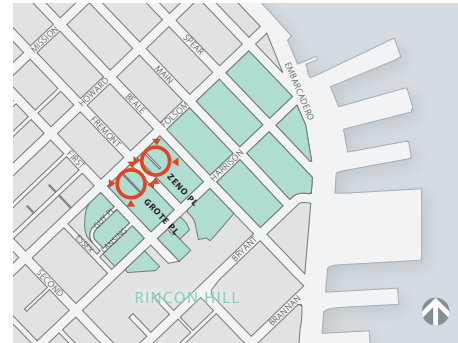


1.9 Guy Place and Lansing Street Tree Spacing



1.10 Grote Place and Zeno Place

Grote Place and Zeno Place are narrow alleys (12.5' and 17.5' wide respectively) that extend about halfway into their blocks. Because of their constrained width, lack of space for cars to turn around. Zeno Place has insufficient space to safely handle two-way traffic. Accommodating motorized vehicles on these streets, especially if not accessing parking garages, raises significant design challenges. The streets shall be designed to encourage pedestrian use for the entire street width, particularly in the use of special paving across the entire roadway, as well as street trees and landscaping areas. If vehicular access to these alleys is deemed infeasible, they shall be designed as pedestrian only plazas.



Roadway:

Current: One travel lane.

RH Plan: Possible pedestrian only depending on future development.

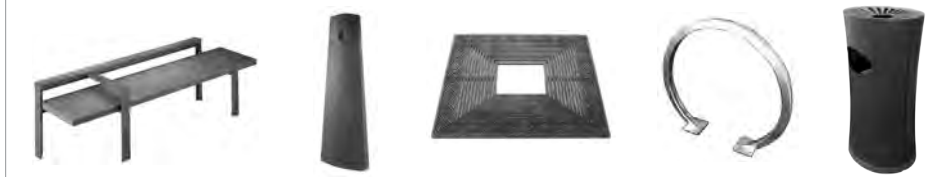
Sidewalks:

Street shall be designed to be curbsless to encourage pedestrian use of full ROW, except Zeno Place should have protected pedestrian-only area on one side.

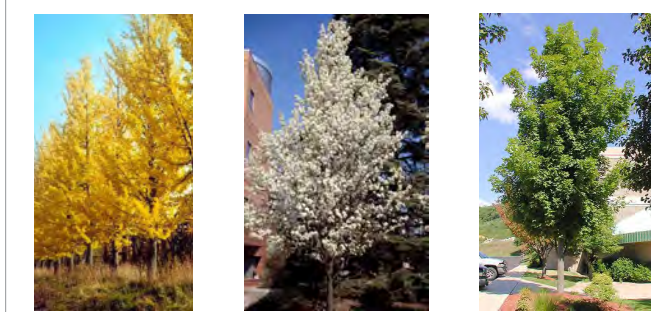
Bulbouts:

None.

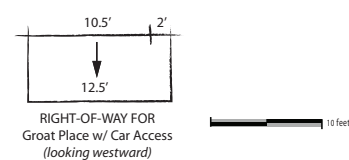
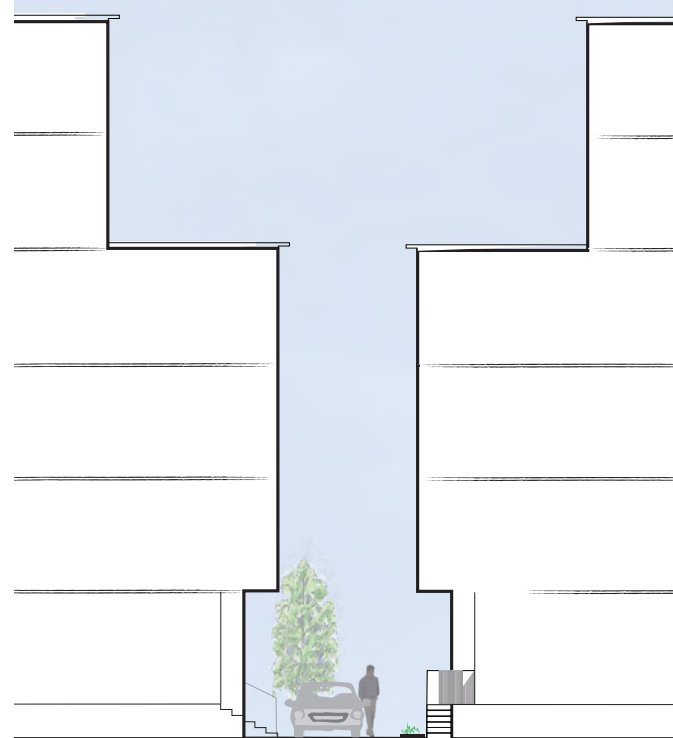
DESIGN PALETTE (SEE PAGE 34)



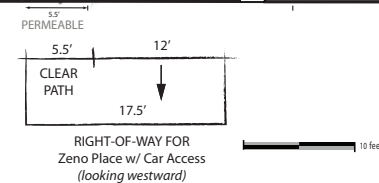
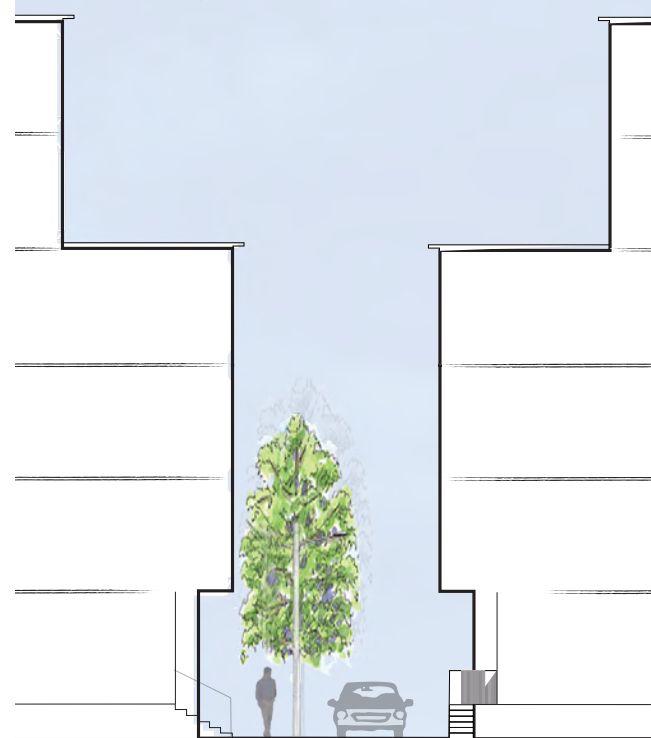
STREET TREES: COLUMNAR VARIEGATES (SEE PAGE 33)



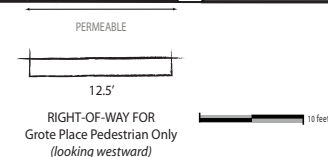
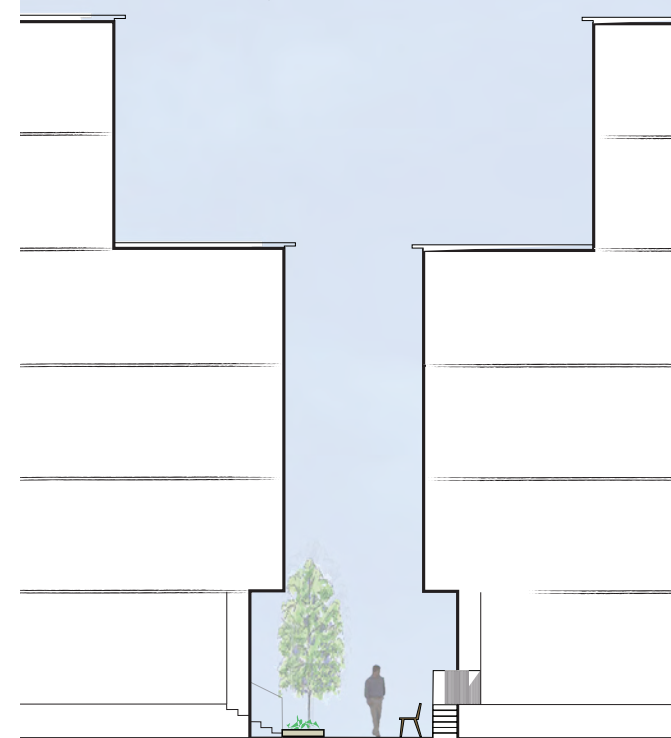
Grote Place - one way traffic cross section



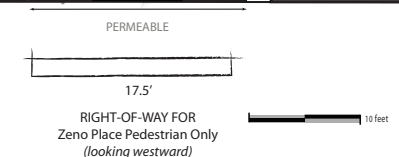
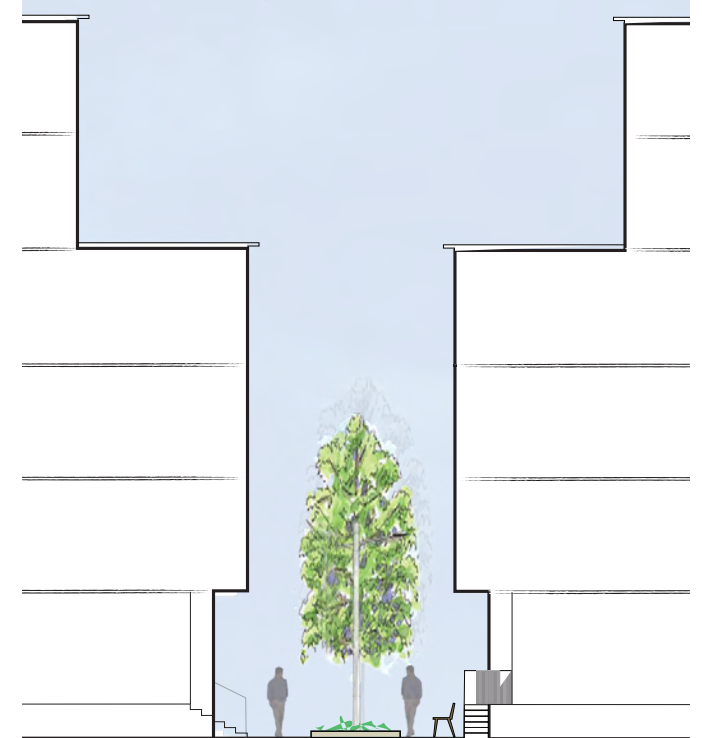
Zeno Place - one way traffic cross section



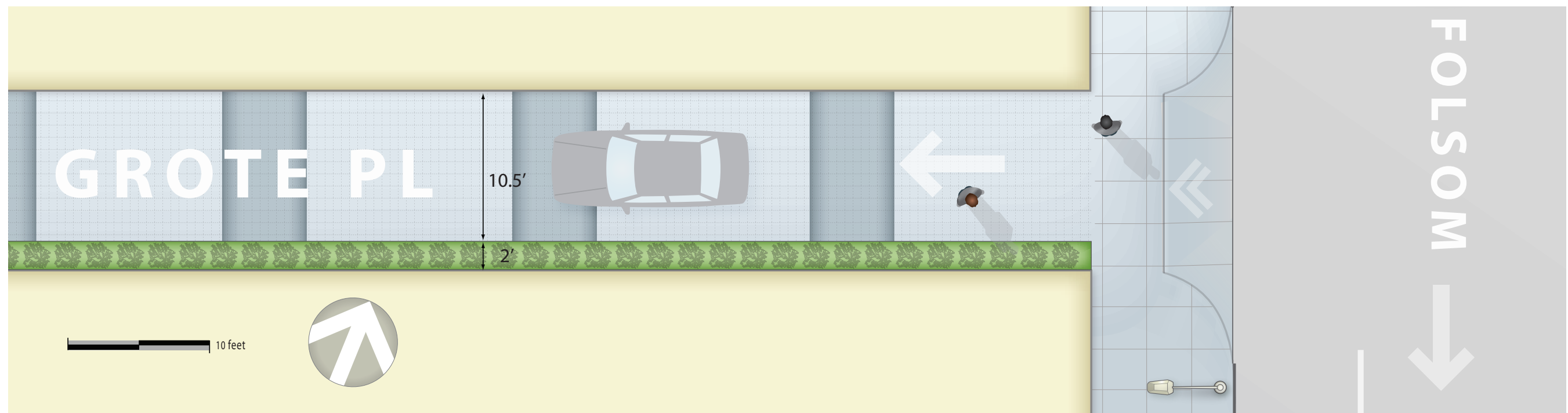
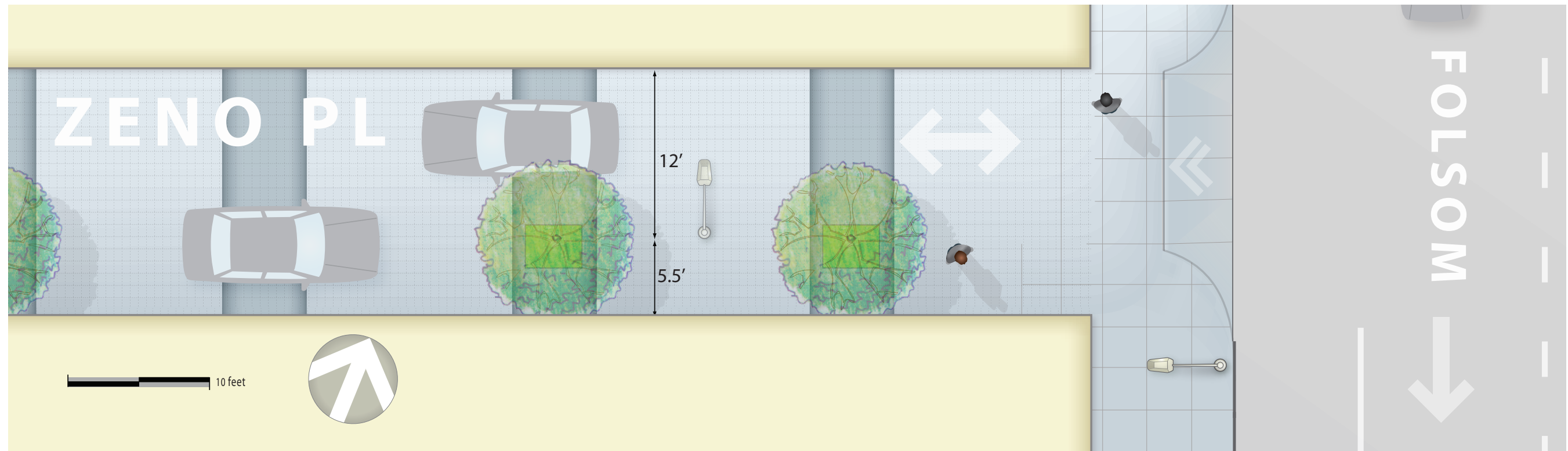
Grote Place - pedestrian only cross section



Zeno Place - pedestrian only cross section



1.10 Grote Place and Zeno Place – Car Traffic



1.10 Grote Place and Zeno Place – Pedestrian Only

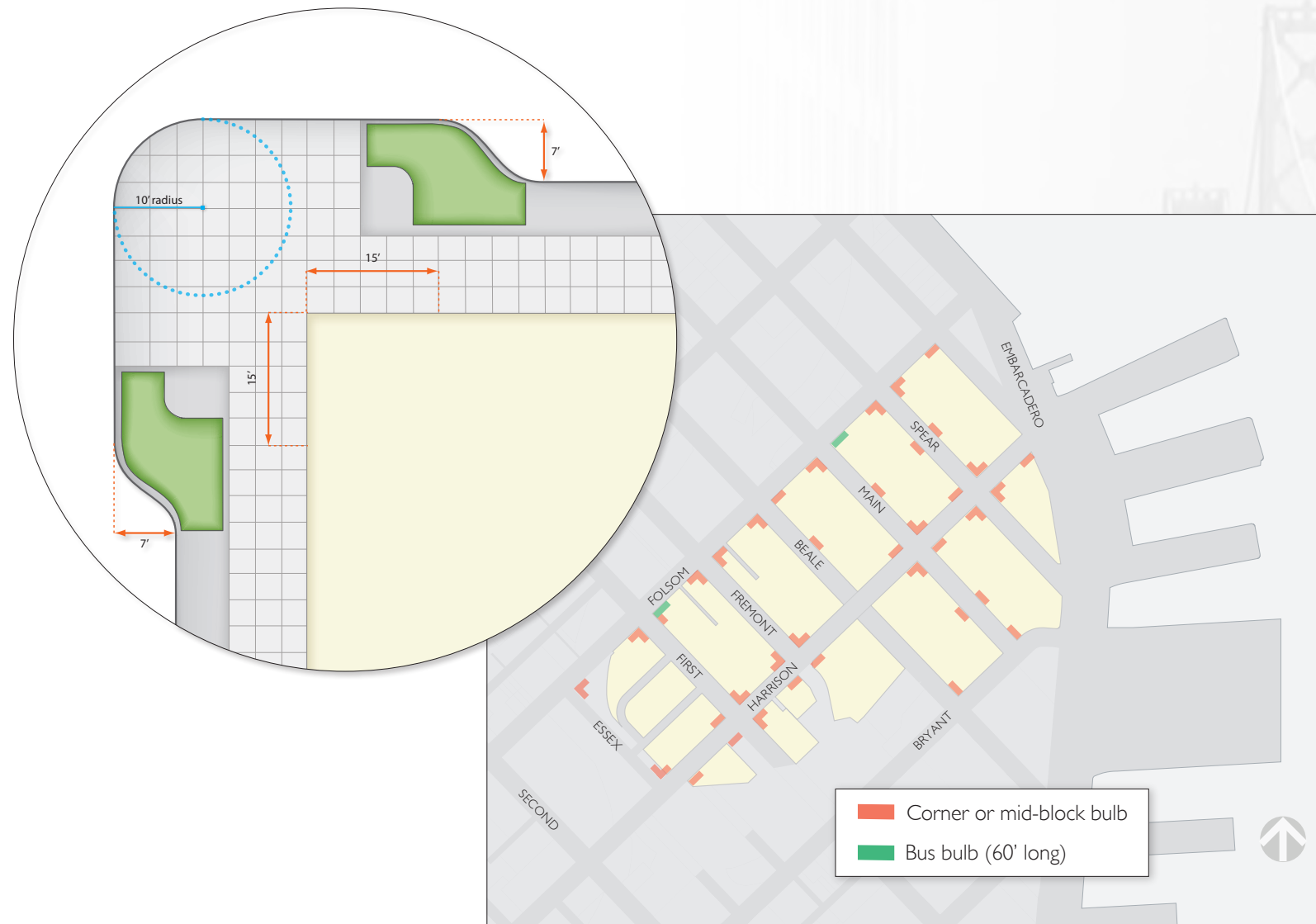


2.0 Corner Bulbout/Curb Extension Design

Most corners in the Plan area must be built with “corner bulbouts.” Corner bulbouts shall be built in all corner locations except where curbside turn lanes are necessary and in locations where curb parking lanes become peak hour towaway lanes for transit and auto traffic (e.g. north side of Harrison Street, west side of Main Street). Additionally, bulbouts are required where mid-block crosswalks are located and at some bus stops. Following are design standards for bulbouts:

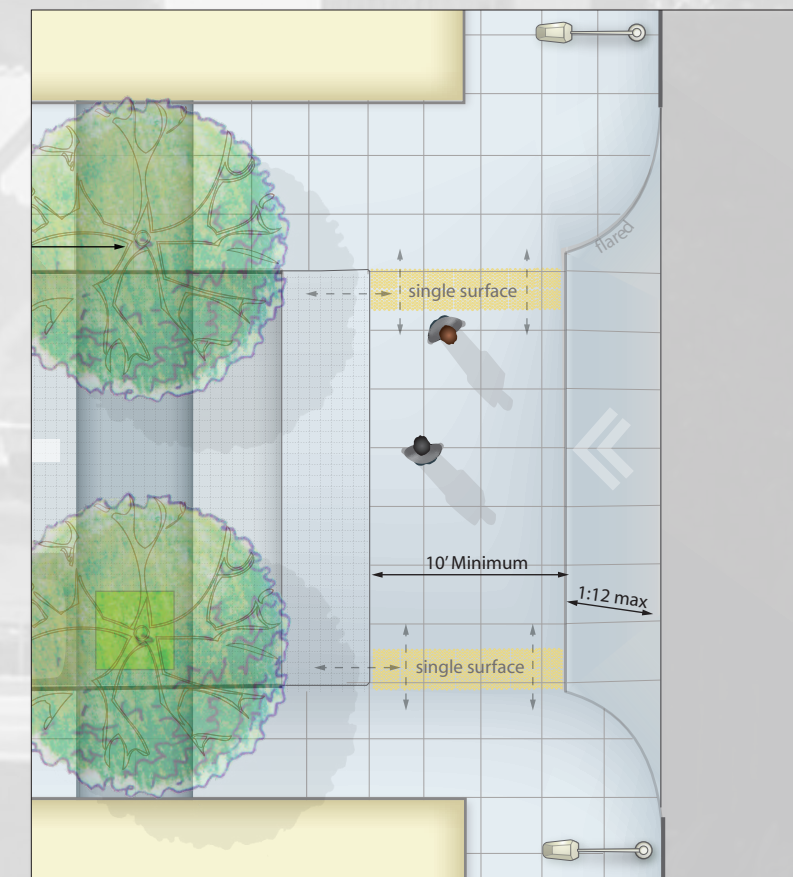
- Bulbouts shall extend 7' from the sidewalk curbline.
- Corner bulbouts must have a corner radius of 10'.
- Corner bulbouts should extend inward along the block for 15 feet along the property line. See diagram.
- Mid-block bulbouts shall be 30' in length.

Landscaping should be maximized on bulbouts. Wherever possible, planters should wrap around the trailing curved edge of the bulbout to help visually narrow the roadway and draw drivers' attention to the extended curbline. The extra spaces created by bulbouts are also key locations for placing pedestrian amenities such as bicycle racks, waste receptacles, newsracks, and additional seating.



RAISED CROSSWALKS

Raised crosswalks must be used where alleys that have vehicular access (Guy, Lansing, Zeno, Grote, and any newly created alleys) intersect with primary streets. The sidewalk level portion of the raised crosswalk shall be at least 10' wide and shall be designed for a continuous walking surface along the primary street at sidewalk level. Roadway ramp transitions shall be 10%.



3.0 Living Street Open Space Panels

LIVING STREET DESIGN ON SPEAR, MAIN AND BEALE STREETS

The widened side of Spear, Main and Beale Streets will function as linear parks, stretching from Mission Street all the way through Transbay and Rincon Hill to the Embarcadero on the south. These spaces must actively contribute to the open space in the neighborhood, providing public amenities and open space opportunities. They are not intended to be simply visual show gardens or visual patches of green, but actual usable and inhabitable pockets of open space in this very dense neighborhood.

OPEN SPACE PANELS

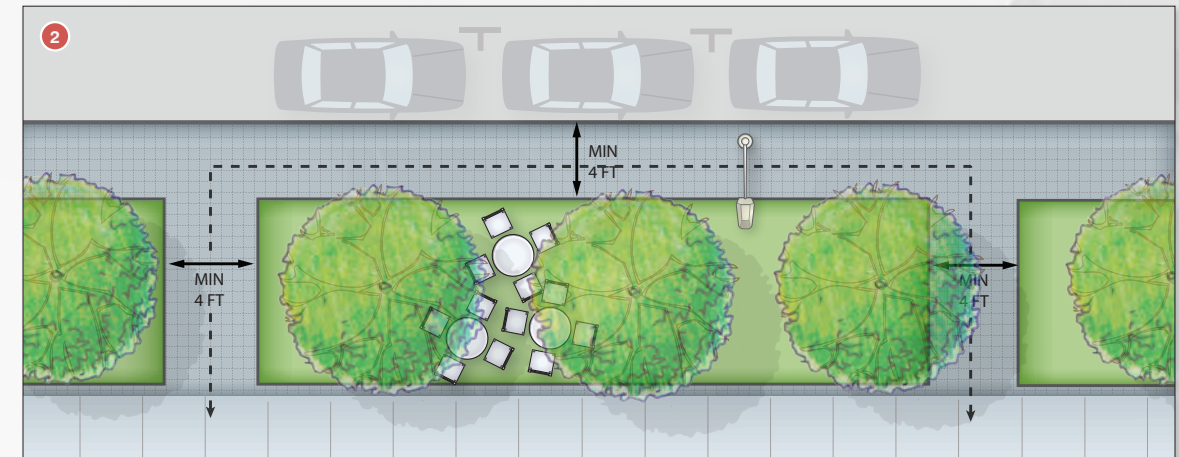
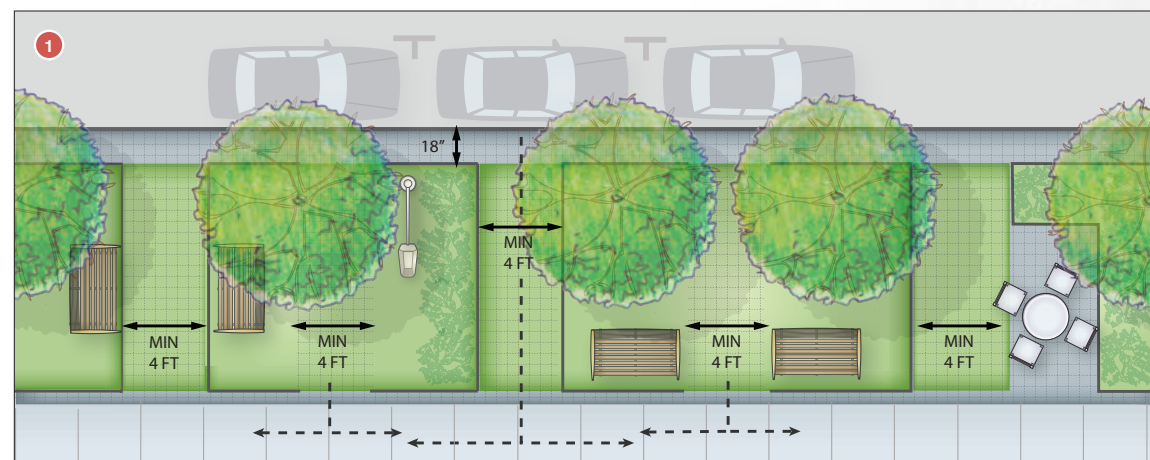
Though discussed as “linear parks,” the open space strip shall be designed not as a unified park strip with continuous paths and unified continuous design, but rather a linked linear necklace of unique open space panels, or modules. This modular structure is designed to both provide variety and practically reflect the necessity of breaking the open space multiple times per block for driveway and other access. The design and uses for these panels are flexible and open for proposal and interpretation. Designs must foster and encourage active use by area residents and visitors – they should be welcoming and encourage informal use, while de-emphasizing overly-manicured and high-maintenance showpieces. Following are suggestions for open space panels:

- seating
- café tables (for immediately adjacent commercial uses)
- public art/sculpture
- play structures
- lawn
- dog runs
- community garden
- gaming (e.g. chess tables)
- ecological/educational displays
- community bulletin board

A diversity of panels on each street is desirable. A continuous row of the same repeated module (e.g. all lawn or all similar seating arrangements) would be both aesthetically and functionally monotonous.

The panel structure allows and expects evolution of individual spaces over time. As the neighborhood evolves and tastes or needs change, the design of individual panels can evolve and be refreshed (as opposed to the more static nature of a unified singular linear park design).

Panels should minimize hardscape and maximize permeability and landscaping, though balance landscaping with inhabitable open space.



PANEL DIMENSIONS AND SPECIFICATIONS

The width of each module varies according to the specific street: 22’6” on Spear, 19’6” on Main, and 17’ on Beale. The length of each module may and will vary according to the designs proposed and influenced by the location of driveways, loading zones, crosswalks, and the like. Recommended lengths are 15’ minimum and 40’ maximum.

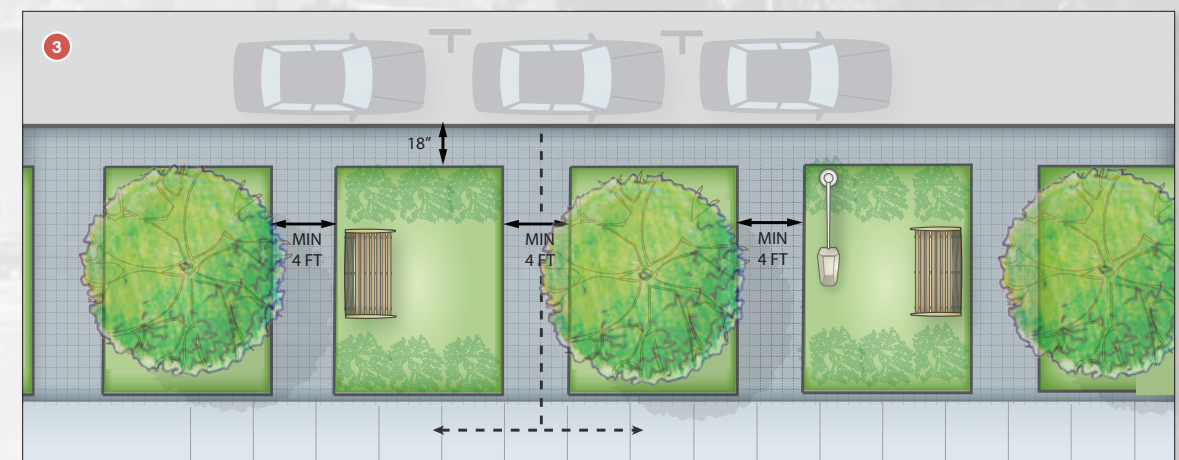
Where curbside parking exists, ADA-accessible pathways must be provided. This may take one of three forms:

- 1 It is possible to provide an accessible pathway (using appropriate clearances and walking surfaces) through a panel, incorporating this space into the panel’s design.

- 2 Alternatively, where multiple panels are fused together without breaks, a 4’-wide walk along the curb can be provided connecting to the nearest pathway around the panels.

- 3 A minimum 4’-wide gap between open space panels, centered on the parking space, to connect the curb parking to the primary walkway/sidewalk.

The first form is preferable. Where ADA accessible paths cannot be integrated into the design of the panels, the second form should be chosen. The third form, shown below, should be used only as a last result. However, specific designs will be evaluated on their individual proposals.



4.0 Street Trees and Understory Plantings

EXISTING TREES

Existing street trees are very spotty except where recent new development has installed street trees in front of their buildings. Below is a rough inventory of the 224 existing street trees within the plan area boundary.

As the plan for many of the streets in the district calls for widening sidewalks, maintaining some existing street trees is not desirable or practical because of the new configurations of walkways, street trees, landscaping, and other sidewalk elements. Most of the existing trees to be removed were planted within the past 10 years. Approximately 84 trees will likely be removed or relocated over the course of the implementation of the Streetscape Plan, and a total of approximately 1290 new trees will be planted to the neighborhood upon final buildout, for a net gain of 1206 trees over the life of the Plan.



NEW TREES

The box at right lists the required street tree species and cultivars for each street in the district. Project sponsors must use the primary tree species and cultivar indicated unless it is unavailable, in which case the alternative selection may be used. Botanical names are given in italics, specific cultivars (if any) follow in plain text with single quotes, and common names are given in parentheses.

TREE SELECTION AND PLANTING SPECIFICATIONS

Basic requirements for street trees in Rincon Hill are established in Planning Code Section 138(c)(1). Some of these requirements are reprinted here and augmented with additional specifications.

SIZE

Recommended nursery-grown container sizes are 48” box for all street trees except for 36” boxes on alleys and mid-block paths. All new street trees must have a minimum 2” caliper at approximately 4.5 feet above sidewalk grade and branch a minimum of 8 feet above sidewalk grade. Trees must be planted in a sidewalk opening of at least 16 square feet.

STRUCTURAL SOILS

Trees must be planted in basins with structural soils and a minimum soil depth of 3’6”. This basin must provide nutrient-rich soils, free from overly-compacted soils, and generally be conducive to tree root development. Where multiple adjacent trees are being planted on a block face, trees shall be planted in a continuous soil-filled trench parallel to the curb, such that the basin for each tree is connected below the sidewalk.

IRRIGATION

All street trees are to receive automatic irrigation, including trees set within tree grates.

LOCATION

Planning Code Section 138.1 requires every newly constructed or significantly modified building to plant street trees at a rate of one tree for every 20 feet of street frontage. In Rincon Hill street trees must be planted in the ground at all feasible locations per the spacing pattern required for the particular street per this document illustrated on pages 24-28. Street trees may not be omitted from the pattern for any reason, such as in front of the lobby or signage of a particular building or business. In the case that sub-sidewalk utility vaults preclude the planting of any particular street trees, the project sponsor shall work with the Planning Department to propose an above-grade planter or pedestrian amenity appropriate for the specific sidewalk condition and width.

RH STREET TREE ANALYSIS 7.07.2007

STREET	COUNT	REMOVE	KEEP	
				Incorrect Species*
Spear	43	22	21 ¹	all
Main	21	6	15 ¹	all
Beale	29	5	24 ¹	all
Fremont	11	11 ³	0	all
First	24	1 ²	23	all
Harrison	47	4 ²	43	26
Folsom	10	0	10	0
Guy	14	10	4	all ⁴
Lansing	25	25	0	all ⁴
Essex	0	0	0	n/a
TOTAL	224	84	140	

a. Existing trees are different species than those called for in this Plan.
1. To be removed if required for construction. Could remain as secondary planting row.
2. Trees to be removed are dead as of 7.07.
3. Existing trees are in above-grade planters.
4. Alleys - majority currently upright juniper cultivars.

Folsom and Harrison Streets:
Lophostemon conferta (Brisbane Box)

Spear, Main, and Beale Streets:
Tilia cordata 'Greenspire' (Little Leaf Linden)
alternative: *Liquidambar styraciflora* 'Rotundiloba' (Liquidambar/Fruitless Sweetgum)

Fremont, First, and Essex Streets:
Acer rubrum 'Red Sunset' (Red Maple)
alternative: *Acer x Freemanii* 'Autumn Blaze' (Freeman Maple)

First Street Center Medians
Populus nigra 'Italica' (Lombardy Poplar)

***Guy Place, Lansing Street, Zeno Place, Grote Place, and mid-block pedestrian paths:**
Pyrus calleryana 'Chanticleer' (Columnar Ornamental Pear)
Acer rubrum 'Bowhall' (Columnar Red Maple)
Ginkgo biloba 'Princeton Sentry' (Columnar Ginkgo)

* For alleys and paths, the selected street tree may vary from alley to alley, but each alley/path shall be planted consistently with only one species.



Currently, RH streets have few, if any, street trees.



UNDERSTORY PLANTINGS

At-grade landscaping in planters is a key component of greening and softening the streetscape in the district. Extensive planters are required on most streets. In addition to providing color and natural relief from the hard cityscape at pedestrian level, planters along the sidewalk edge buffer pedestrians from traffic and parked cars, as well as serve valuable ecological functions by collecting, filtering, and slowing sidewalk stormwater runoff. The Streetscape Plan’s goal is to maximize permeable surface and greenery wherever possible.

Plantings should be as exuberant as possible, with significant seasonal or year-round color. A diversity of plantings and species is encouraged to create heterogeneity and a casual, informal feeling consistent with a residential neighborhood. Developments that are landscaping extensive sidewalk frontages or multiple consecutive planting beds are strongly encouraged to avoid repetitive or homogenous treatments. Boxy or rigid evergreen hedges or bushes, such as Japanese Boxwood, should be avoided, except in limited usage, such as on the wide

parkway side of Spear, Main, or Beale Streets for the purpose of creating intimate sitting or activity areas. Recommended plant types include flowering plants and grasses, including Flax, Phormium, Sedge, Carex, Hemerocallis (Daylilies), and other drought tolerant species. Landscape architects are encouraged to meet and confer with the DPW Bureau of Urban Forestry to review species proposed for each specific streetscape implementation.

PLANTER DESIGN

Planters are required on almost all sidewalks in Rincon Hill. Planter dimensions are given for each street on those street’s respective sections of the document.

LOCATION

Planters meeting the minimum dimensional standards must be located at all feasible locations per the spacing pattern and dimensional standards required for the particular street per this document. In general, planters may not be omitted from the pattern, such as in front of a particular business or building entrance. The Planning Department may permit up to

two street trees to be placed in tree grates in lieu of planters in front of a building with a particularly high volume of curb-side drop-off activity and an official white curb loading zone.

GRADE

All planting beds should be designed to allow sidewalk stormwater runoff to filter through planting beds. Planting beds should be flush or slightly depressed from sidewalk grade.

EDGING

Planter edging features are encouraged and may be incorporated along the perimeter of the planter. The edging feature must be permeable to allow water to flow into and through the planter. Edging features should not be higher than 18” above grade, and may consist of ornamental railings or other materials such as decorative stone, brick, or concrete. If constructed of a non-permeable material such as stone, brick, or concrete, the edging must be significantly perforated at sidewalk grade at regular intervals to allow runoff to flow through the planter.



4.1 Street Trees and Understory Plantings

SPEAR, MAIN, & BEALE STREETS - Living Streets



TILIA CORDATA 'GREENSPIRE'
(LITTLE LEAF LINDEN)

Character:

Pyramidal in youth, ovate when mature; deciduous; dense and compact branching; branches are upright and spreading.

Size:

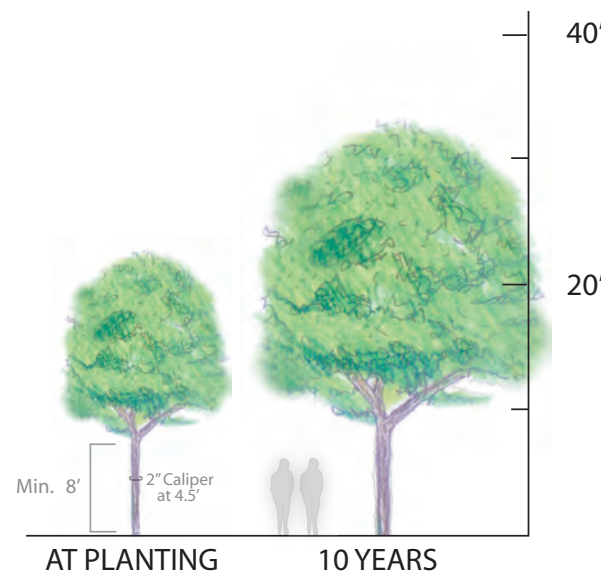
Height: 40' – 50'
Spread: 35'

Flower//Bark:

Small, yellow or light cream flowers in drooping clusters during summer months. Ridged, grey-brown bark.

Planting Specifications:

New street trees must have a minimum 2" caliper at 4.5' above sidewalk grade and branch at a minimum of 8' above sidewalk grade. Trees are to be planted every 20' in sidewalk openings of at least 16 square feet, and shall not be closer than 25' to an intersection approach or 10' from the far side of the intersection. Trees shall be planted in a continuous, connected soil-filled trench of structural soils to a depth of at least 3' 6".



ALTERNATE
LIQUIDAMBAR STYRACIFLORA 'ROTUNDILOBA'
(FRUITLESS SWEETGUM)

Character:

Pyramidal when young, oblong to rounded when mature; deciduous shade tree; alternate, star-shaped leaves; usually maintains a single leader.

Size:

Height: 40' – 60'
Spread: 35'

Flower//Bark:

Small, non-descript flowers. Corky, deeply furrowed ridges, yellowish-brown bark.

Planting Specifications:

New street trees must have a minimum 2" caliper at 4.5' above sidewalk grade and branch at a minimum of 8' above sidewalk grade. Trees are to be planted every 20' in sidewalk openings of at least 16 square feet, and shall not be closer than 25' to an intersection approach or 10' from the far side of the intersection. Trees shall be planted in a continuous, connected soil-filled trench of structural soils to a depth of at least 3' 6".



UNDERSTORY PLANTING PALETTE

Understory plantings, such as different Carex, Hemerocallis, Koeleria, Flax, Phormium, and Sedge cultivars, are required in all planters. While the general visual theme of these plantings should be consistent, variety is encouraged and the choice of specific plantings is flexible.



4.2 Street Trees and Understory Plantings

HARRISON & FOLSOM STREETS



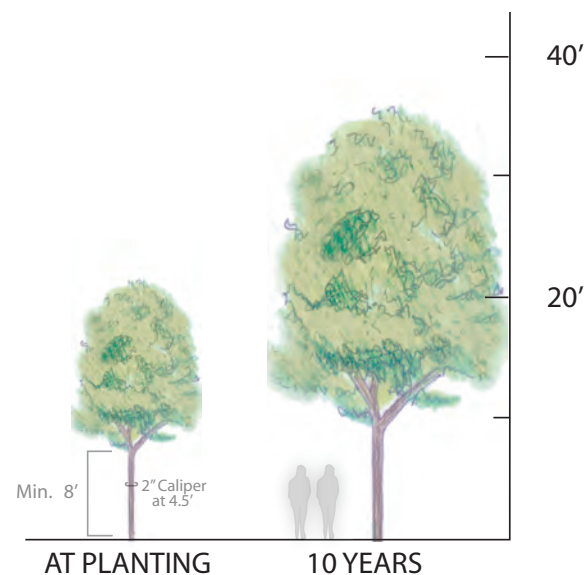
LOPHOSTEMON CONFERTUS
(BRISBANE BOX)

Character:
Broadleaf; evergreen; upright; oval form.

Size:
Height: 35' – 40'
Spread: 25'

Flower//Bark:
Small, white, distinctive, flowers in clusters 2-4" across during summer months. Mottled, shredding, light brown or reddish bark, similar to Madrone.

Planting Specifications:
New street trees must have a minimum 2" caliper at 4.5' above sidewalk grade and branch at a minimum of 8' above sidewalk grade. Trees are to be planted every 20' in sidewalk openings of at least 16 square feet, and shall not be closer than 25' to an intersection approach or 10' from the far side of the intersection. Trees shall be planted in a continuous, connected soil-filled trench of structural soils to a depth of at least 3' 6".



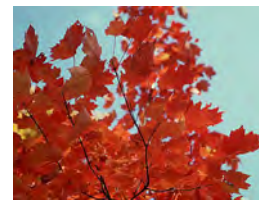
UNDERSTORY PLANTING PALETTE

Understory plantings, such as different Carex, Hemerocallis, Koeleria, Flax, Phormium, and Sedge cultivars, are required in all planters. While the general visual theme of these plantings should be consistent, variety is encouraged and the choice of specific plantings is flexible.



4.3 Street Trees and Understory Plantings

FREMONT & ESSEX STREETS



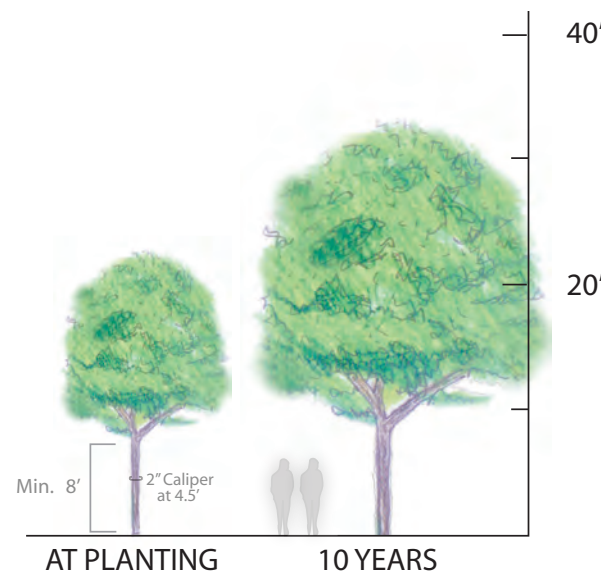
ACER RUBRUM 'RED SUNSET'
(RED MAPLE)

Character:
Symmetrical, upright ovate in youth and when mature; deciduous; branches upright and require pruning for optimal shape. Showy red foliage during fall months.

Size:
Height: 40'-45'
Spread: 25'-35'

Flower/Bark:
Small, red showy flowers in spring. Reddish-grey bark, smooth.

Planting Specifications:
New street trees must have a minimum 2" caliper at 4.5' above sidewalk grade and branch at a minimum of 8' above sidewalk grade. Trees are to be planted every 20' in sidewalk openings of at least 16 square feet, and shall not be closer than 25' to an intersection approach or 10' from the far side of the intersection. Trees shall be planted in a continuous, connected soil-filled trench of structural soils to a depth of at least 3' 6".



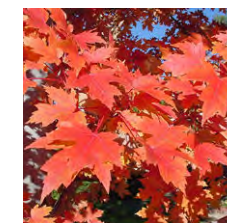
ALTERNATE
ACER FREEMANII 'AUTUMN BLAZE'
(FREEMAN MAPLE)

Character:
Distinct, upright ovate form in youth and when mature; deciduous; well-defined central leader with ascending branches; rapid growth rate; not as dense as other cultivars. Showy orange-red foliage during fall months, medium-green, shiny foliage in summer.

Size:
Height: 40'-50' | Spread: 30'-40'

Flower/Bark:
Non-descript flowers. The bark is smooth, whitish when young, becoming furrowed with dark ridges as it ages.

Planting Specifications:
New street trees must have a minimum 2" caliper at 4.5' above sidewalk grade and branch at a minimum of 8' above sidewalk grade. Trees are to be planted every 20' in sidewalk openings of at least 16 square feet, and shall not be closer than 25' to an intersection approach or 10' from the far side of the intersection. Trees shall be planted in a continuous, connected soil-filled trench of structural soils to a depth of at least 3' 6".



UNDERSTORY PLANTING PALETTE

Understory plantings, such as different Carex, Hemerocallis, Koeleria, Flax, Phormium, and Sedge cultivars, are required in all planters. While the general visual theme of these plantings should be consistent, variety is encouraged and the choice of specific plantings is flexible.



4.4 Street Trees and Understory Plantings

FIRST STREET



ACER RUBRUM 'RED SUNSET'
(RED MAPLE)

Character:

Symmetrical, upright ovate in youth and when mature; deciduous; branches upright and require pruning for optimal shape. Showy red foliage during fall months.

Size:

Height: 40'-45' | Spread: 25'-35'

Flower/Bark:

Small, red showy flowers in spring. Reddish-grey bark, smooth.

Planting Specifications:

Red Sunset Maple shall be used for sidewalk planting

New street trees must have a minimum 2" caliper at 4.5' above sidewalk grade and branch at a minimum of 8' above sidewalk grade. Trees are to be planted every 20' in sidewalk openings of at least 16 square feet, and shall not be closer than 25' to an intersection approach or 10' from the far side of the intersection. Trees shall be planted in a continuous, connected soil-filled trench of structural soils to a depth of at least 3' 6".



Lombardy Poplar shall be planted in the center median. No alternate species has been selected.

POPULUS NIGRA 'ITALICA'
(LOMBARDY POPLAR)

Character:

Very slender upright crown (column-like); deciduous, small shiny green leaves, serrated at edge; upward bending branches start close to the ground.

Size:

Height: 40'-60' | Spread: 10'-15'

Flower/Bark:

Slender, reddish to yellow-green, hanging catkins, 2 to 3 inches long, appear in early spring before the leaves. Smooth grey-green bark.

Planting Specifications:

Lombardy Poplar shall be planted in the center median.

Trees are to be planted every 20' along both median strips but shall not be closer than 25' to the intersection with Harrison Street or 10' from the intersection with Lansing Street. Trees shall be planted in a continuous, connected soil-filled trench of structural soils to a depth of at least 3' 6". The median shall be planted with low-growing shrubs and impervious cover shall be kept to a minimum. The median curbs shall be reinforced and include root barriers to protect the integrity of the surrounding roadway.



ALTERNATE
ACER FREEMANII 'AUTUMN BLAZE'
(FREEMAN MAPLE)

Character:

Distinct, upright ovate form in youth and when mature; deciduous; well-defined central leader with ascending branches; rapid growth rate; not as dense as other cultivars. Showy orange-red foliage during fall months, medium-green, shiny foliage in summer.

Size:

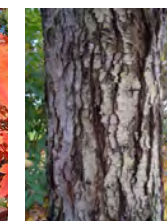
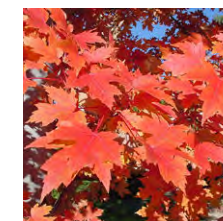
Height: 40'-50' | Spread: 30'-40'

Flower/Bark:

Non-descript flowers. The bark is smooth, whitish when young, becoming furrowed with dark ridges as it ages.

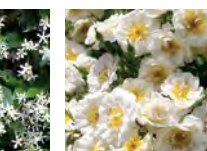
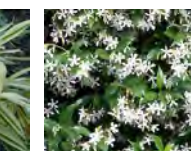
Planting Specifications:

New street trees must have a minimum 2" caliper at 4.5' above sidewalk grade and branch at a minimum of 8' above sidewalk grade. Trees are to be planted every 20' in sidewalk openings of at least 16 square feet, and shall not be closer than 25' to an intersection approach or 10' from the far side of the intersection. Trees shall be planted in a continuous, connected soil-filled trench of structural soils to a depth of at least 3' 6".



UNDERSTORY PLANTING PALETTE

Understory plantings, such as different Carex, Hemerocallis, Koeleria, Flax, Phormium, and Sedge cultivars, are required in all planters. While the general visual theme of these plantings should be consistent, variety is encouraged and the choice of specific plantings is flexible.



4.5 Street Trees

GUY PLACE, LANSING STREET, ZENO PLACE, GROTE PLACE, & mid-block pedestrian paths



PYRUS CALLERYANA 'CHANTICLEER'
(COLUMNAR ORNAMENTAL PEAR)

Character:

Pyramidal to columnar in youth and when mature; upright branching; oval, glossy green leaves in summer that 'dance' in breezes; attractive reddish-purple leaves in fall. Showy flowers in spring.

Size:

Height: 25'-35'

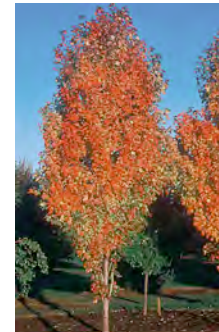
Spread: 15'

Flower/Bark:

Five-petaled, creamy-white flowers in spring, showy; deeply furrowed, textured bark.

Planting Specifications:

New street trees must have a minimum 2" caliper at 4.5' above sidewalk grade and branch at a minimum of 8' above sidewalk grade. Trees are to be planted every 20' in sidewalk openings of at least 16 square feet, and shall not be closer than 25' to an intersection approach or 10' from the far side of the intersection. Trees shall be planted in a continuous, connected soil-filled trench of structural soils to a depth of at least 3' 6".



ACER RUBRUM 'BOWHALL'
(COLUMNAR RED MAPLE)

Character:

Upright pyramidal, fast growth rate; deciduous; showy red-orange leaves in fall, single-trunk with upright branching; medium-textured dark green leaves in summer.

Size:

Height: 45'-50'

Spread: 18'-25'

Flower/Bark:

Showy red flowers in spring; reddish-gray trunk, furrowed.

Planting Specifications:

New street trees must have a minimum 2" caliper at 4.5' above sidewalk grade and branch at a minimum of 8' above sidewalk grade. Trees are to be planted every 20' in sidewalk openings of at least 16 square feet, and shall not be closer than 25' to an intersection approach or 10' from the far side of the intersection. Trees shall be planted in a continuous, connected soil-filled trench of structural soils to a depth of at least 3' 6".



GINKGO BILOBA 'PRINCETON SENTRY'
(COLUMNAR GINKGO)

Character:

Upright columnar, highly irregular picturesque branching when mature; deciduous; medium-green and unusually obovate (fan-shaped) leaves in summer, striking yellow color in fall; plant male specimens only to avoid seed dropping.

Size:

Height: up to 60'

Spread: 10'

Flower/Bark:

Non-descript flowers; light brown to brownish-gray bark is deeply furrowed and becomes highly ridged with age.

Planting Specifications:

New street trees must have a minimum 2" caliper at 4.5' above sidewalk grade and branch at a minimum of 8' above sidewalk grade. Trees are to be planted every 20' in sidewalk openings of at least 16 square feet, and shall not be closer than 25' to an intersection approach or 10' from the far side of the intersection. Trees shall be planted in a continuous, connected soil-filled trench of structural soils to a depth of at least 3' 6".



5.0 Street Furnishings & Amenities

There will be a common palette of street furnishings for Rincon Hill and Transbay. These furnishings are also described in the Transbay Redevelopment Area Streetscape and Open Space Concept Plan. The furnishings listed below must be used. However, given that manufacturers and their products come and go over time, if these furnishings are not available, a substitute comparable in aesthetics and performance may be proposed subject to the approval of the Planning Department.

BICYCLE RACK

“Welle Circular” - Square Tube
Manufacturer: Palmer Group
(www.bikeparking.com)

Bicycle racks should be installed throughout the district, at least one rack per block on each side of the street on the shorter east-west blocks (e.g. Harrison between First and Fremont Streets) and at least two on the longer north-south blocks (e.g. Fremont between Folsom and Harrison Streets). At least two bike racks should be located on each block of Folsom Street.

TREE GRATE

“Chinook” – 4’, Cast Iron
Manufacturer: Urban Accessories
(www.urbanaccessories.com)

In general, trees are to be un-grated and planted in landscaped planting beds as illustrated on the pages pertaining to each relevant street. However, there are limited locations where tree grates may be used and planting beds are not desirable or feasible in areas with high pedestrian traffic and narrower sidewalks, such as along Folsom Street. Additionally, one or two trees may be placed in grates adjacent to designated curbside loading zones. The approved grate, the Urban Accessories “Chinook” grate, is capable of being modified over time to accom-

modate the increasing trunk girth of a growing tree. There are supporting ribs for the distinctive concentric squares of the Chinook grate that can be easily scored, sawed, or ground in order to remove the innermost concentric squares and allow the tree additional space. Where tree grates are proposed, project sponsors must commit to maintaining and adjusting the tree grate over time.

BENCHES

“Knight Bench”
Manufacturer: Forms + Surfaces

Alternative:
“Neoliviano Bench”
Manufacturer: Landscape Forms

Alternative 2:
“Folsom Street Custom Bench”
Contact: Office of Community Investment and Infrastructure (OCII - Successor Agency to the Redevelopment Agency)

Benches length may vary depending on the constraints of the location. Although all benches should feature backs and armrests, at least one bench in each group of benches must have armrests and a backrest of 18” minimum height.

FOLSOM AND HARRISON STREETS AND AT TRANSIT STOPS

Metal Perch Seating with Custom Back and Base
Manufacturer: Hess

TRASH RECEPTACLES

Dual Trash Recycling Receptacle
Manufacturer: Forms and Surfaces

Maximum 34” height is recommended.

BOLLARDS

“DG-5”, “DG-1” (with light incorporated)
Manufacturer: Urban Accessories

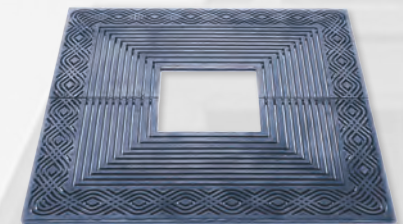
Minimum recommended bollard height is 3’ 6”.



Bicycle Rack. “Welle Circular” by Palmer Group



Bollard. “DG-5” or “DG-1” (w/ light) by Urban Accessories



Tree Grate. “Chinook” 4 ft cast iron, by Urban Accessories



Trash & Recycling. Dual Trash Recycling Receptacle by Forms & Surfaces



Benches. “Knight Bench” by Forms + Surfaces



alt. “Neoliviano” by Landscape Forms



6.0 Street Lighting

One common unifying element of the public realm is the lighting scheme, whose elements include the light fixtures, illumination levels, and fixture locations. Unique light fixtures, common to Rincon Hill and Transbay, are intended to replace all of the existing street lighting in the districts, including all of the standard “Cobra” head fixtures. The fundamental principles guiding these lighting standards are:

- (1) Illumination should be oriented to the pedestrian realm, with roadway lighting serving to highlight conflict points and pedestrian crossings only at intersections and crosswalks.
- (2) The pattern of illumination and fixture placement should create a clear hierarchy and classification of streets, differentiating the function of Folsom and Harrison Streets from the more residential streets and alleys.

The City, through ordinance by the Board of Supervisors and the Mayor, have declared Rincon Hill and Transbay a unique special lighting area, due to the neighborhoods’ cohesiveness, distinctness and size.

The City has adopted the following fixtures and standards for lighting in Rincon Hill and Transbay:

ROADWAY AND PEDESTRIAN LIGHTS:

Pole: The city has commissioned Valmont Industries to manufacture a custom light pole for the Rincon Hill Streetscape Master Plan area. The light pole is available as a tall roadway light and shorter pedestrian light. Specific pole heights, luminaire arm lengths and pole spacing will vary depending on site conditions.

Manufacturer: Valmont Industries.

Luminaire: “Lumec GPLS / GPLM”

Manufacturer: Philips Lumec

Interested parties should contact SFPUC Utility Services for detailed specifications and construction standards for street lights. Current contacts are Sue Black (sblack@sflower.org) and Kevin Sporer (ksporer@sflower.org).

Note: A special streetlight configuration will be selected for Folsom Street as a special street, but this has yet to be selected. Any implementation of streetlights on Folsom will require coordination of Planning Dept, SFPUC, and SF Redevelopment Agency.

STREET LIGHTING PATTERN:

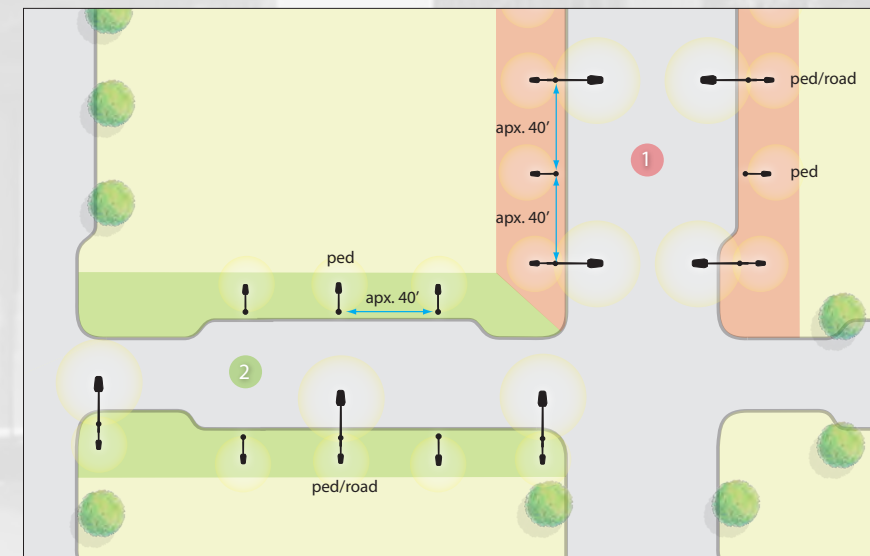
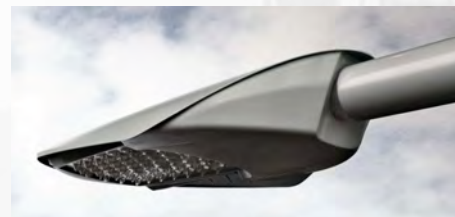
Folsom Street: Roadway lights, with Roadway/Pedestrian combo, four per block, spaced roughly every 75-80 feet. Roadway lights must be paired/aligned to the greatest extent feasible with roadway lights on opposite side of Folsom Street. Pedestrian lights infill midway between Roadway/Pedestrian lights (i.e. three per block). Lamping: Roadway: 100W Pedestrian: 70W.

Spear, Main, Beale Fremont, First, Harrison Streets: Pedestrian lights spaced every 40 feet (roughly between every other street tree), both sides of the block. One Roadway/Pedestrian combo light at each crosswalk/intersection -- one at either end of the block and one at mid-block. Lamping: Roadway: 100W Pedestrian: 70W.

Guy Place, Lansing Street, Zeno, Grote Streets: Alleyway light spaced 40’ apart on one side of street only. Pendant lights, suspended on a cable mounted to abutting buildings, may be substituted for pedestrian lights.

LIGHT POLLUTION, UPLIGHTING, SUPPLEMENTAL LIGHTING

To avoid unnecessary light pollution of the night sky and of upper level residential units, uplighting is generally not permitted, including uplighting in planters and of street trees. Luminaires with open lamps and the use of non-cutoff fixtures is prohibited. Lighting meant to supplement existing street lighting to enhance the pedestrian realm or create dramatic architectural effects (bollards, wall soffits, wall lanterns with cutoffs) should be directed downward and kept to low levels.



1. FOLSOM STREET

- 4 ped/road lights per block, spaced approximately every 75-80 feet; aligned
- Ped lights infill midway between ped/road lights (three per block)

2. SPEAR / MAIN / BEALE / FREMONT / FIRST / HARRISON STREETS

- 1 ped/road at both block ends
- 1 ped/road light midblock
- Ped lights approximately every 40 feet, both sides of street; aligned.

7.0 Paving

Sidewalk paving provides the common floor that ties the public ground plane in the district together, as well as establishes “zones” of use on the sidewalk through subtle variation. Individual sidewalk paving patterns unique to a particular development are not permitted in Rincon Hill. Rather, a common vocabulary, pattern, and materials shall be used as described in this document.

BASIC SIDEWALK

The basic sidewalk shall consist of:

- Concrete
- Light Grey color
- Light sandblast finish
- 3’ x 3’ scoring
- Saw-cut joints

SIDEWALK BANDING

Bands of contrasting color and pattern are required on all streets. The pattern for each street is established on the respective pages. Materials shall be as follows:

CURB BAND PARALLEL TO ROADWAY ON FOLSOM

- Concrete
- Medium or Dark Grey color
- Light sandblast finish
- 3’ x 3’ scoring
- Saw-cut joints

CROSS-SIDEWALK BANDS PERPENDICULAR TO ROADWAY ON FOLSOM, MAIN, AND BEALE STREETS

- 4” x 4” Granite Setts or Unit Paver, or 4”x8” Unit Paver
- Dark Grey or Black

CURB LANDSCAPING ZONE ON 12’-15’ SIDEWALKS ON SPEAR, MAIN, BEALE, FREMONT, FIRST, HARRISON, AND ESSEX STREETS

- 6” x 6” Unit Paver
- Dark Grey or Black

PARKING LANE PAVING

All on-street curbside parking lanes not used as peak-hour tow-away lanes or turning lanes should be paved with permeable unit pavers medium to dark-grey in color, designed to provide sub-surface peak-flow detention of stormwater. The specific performance measures and engineering characteristics are to be determined on a site-by-site basis in consultation with the Public Utilities Commission and the Department of Public Works.

ALLEY PAVING (GUY PLACE, LANSING STREET, ZENO AND GROTE ALLEYS, AND ANY NEWLY CREATED ALLEYS)

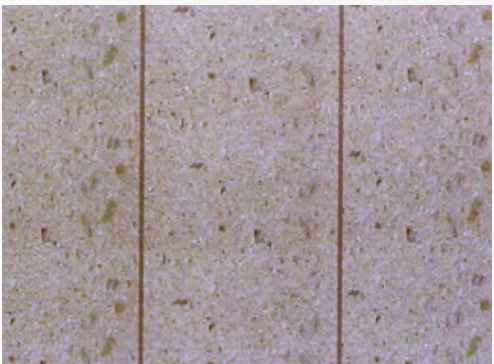
Sidewalks, where present, shall be paved with the basic sidewalk pattern as described at left. Additionally, cross-sidewalk banding of a contrasting color and pattern shall extend across both sidewalks and continue across the street, perpendicular to the flow of traffic. Spacing of these bands shall be approximately every 20’ aligned with tree planting.

The street surface of the alley shall be a stamped and/or colored asphalt, of a pattern and color complimentary to the cross-banding. The intent is for the alley to read as a visually uniform, cohesive surface.

The street surface of the alley shall be a stamped and/or colored asphalt, of a pattern and color complimentary to the cross-banding. The intent is for the alley to read as a visually uniform, cohesive surface from building face to building face.

SIDEWALK VAULTS

Where sub-grade utility vaults must be located in the sidewalks, paving patterns and materials should be continued across the surface of the vaults.



BASIC 3’ X 3’ SIDEWALK PAVERS



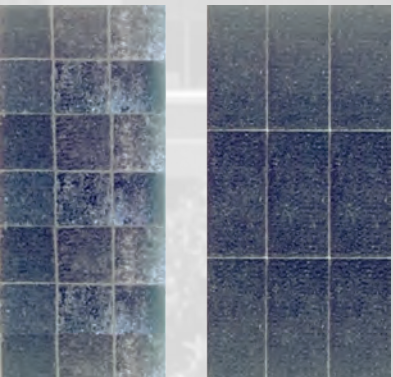
Required saw-cut joints



Paving bands



PERMEABLE PARKING PAVERS



CURB LANDSCAPING AREA

UTILITIES

Many of the streetscape improvements proposed within this document necessitate expansion of the sidewalk area and relocation of curbs into the street.

These designs may pose conflicts with existing overhead or underground utilities. For example, overhead electrical wires may conflict with proposed street tree placement and fire hydrants and water lines may conflict with a proposed curb extension.

Project sponsors are expected to design and construct public realm improvements that are reflective of the designs articulated

in this document. City standards restrict the placement of some above ground infrastructure such as retaining walls and landscaping over certain utilities within the right-of-way. City standards also regulate the location of certain utilities within the right-of-way. For example, high-pressure fire hydrants must be located within XXX feet of the curb. Streetscape upgrades will likely necessitate the relocation of existing utilities, the costs of which will be borne by the project sponsor.

Project sponsors are encouraged to consider and analyze the location and potential

impacts local utilities may pose early on in the design process. To learn more about the City’s standards and regulations concerning utilities, coordinate with the SFPUC.

See:
The Better Streets Plan (www.sfbetterstreets.org) provides guidance on design of specific streetscape features related to utility placement and relocation when installing street trees and traffic calming devices.

SFPUC Standards for the Placement of Water Facilities with Respect to Street and Sidewalk Improvements



8.0 Utilities

The designs in this document have been conceptually approved by the Board of Supervisors, the MTA Board and the San Francisco Planning Commission. However, because many of the streetscape improvements proposed herein necessitate expansion of the sidewalk area and relocation of curbs into the street, they may pose conflicts with existing overhead or underground utilities. For example, overhead electrical wires may conflict with proposed street tree placement and fire hydrants and water lines may conflict with a proposed curb extension.

These designs were created using the best available understanding of constraints posed by above and below-ground infrastructure. To implement the plan, project sponsors such as City agencies and private developers will refine the streetscape design concepts designs to harmonize them with existing conditions. While this process may necessitate minor revisions and refinements to the design concepts, **project sponsors are expected to design and construct public realm improvements that are reflective of the designs presented in this document.**

Project sponsors will need to go through a standard approval process for individual projects as the designs evolve from conceptual drawings through construction documents. This will necessitate sign-off by relevant city agencies like: The San Francisco Department of Public Works, The San Francisco Municipal Transportation Agency, The San

Francisco Planning Department, and The San Francisco Public Utilities Commission.

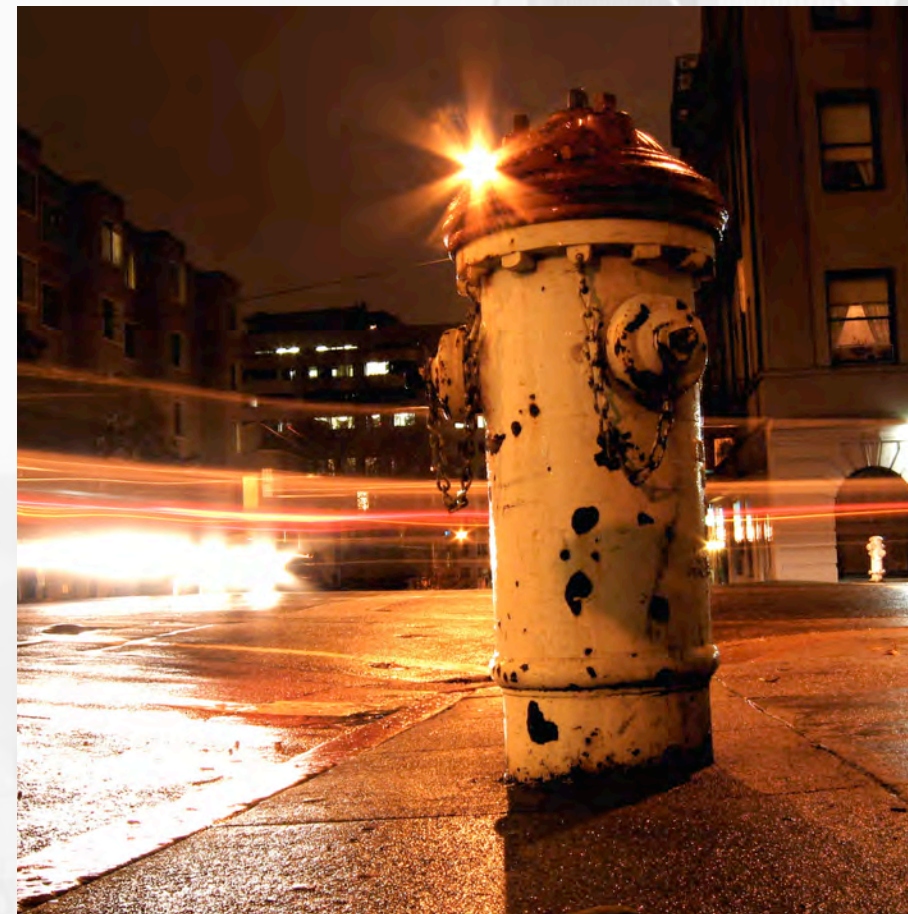
City standards restrict the placement of some above ground infrastructure such as retaining walls and landscaping over certain utilities within the right-of-way. City standards also regulate the location of certain utilities within the right-of-way. For example, high-pressure fire hydrants must be located within **XXX** feet of the curb. Streetscape upgrades will thus likely necessitate the relocation of existing utilities, the costs of which will be borne by the project sponsor. **Utility relocation costs will not typically stand as a reason for deviating from or degrading the concept designs articulated in this document.**

Project sponsors are encouraged to consider and analyze the location and potential impacts local utilities may pose early on in the design process. To learn more about the City's standards and regulations concerning utilities, coordinate with the SFPUC.

See:

The Better Streets Plan (www.sfbetterstreets.org) provides guidance on design of specific streetscape features related to utility placement and relocation when installing street trees and traffic calming devices.

SFPUC Standards for the Placement of Water Facilities with Respect to Street and Sidewalk Improvements



High Pressure (AWS) Fire Hydrant.
Photo by Flickr user *fiveinchpixie*.



AKNOWLEDGEMENTS

MAYOR

Ed Lee

BOARD OF SUPERVISORS

David Chiu, *Board President*

John Avalos

London Breed

David Campos

Malia Cohen

Mark Farrell

Jane Kim

Eric Mar

Katy Tang

Scott Wiener

Norman Yee

PLANNING COMMISSION

Christina Olague, *President*

Ron Miguel, *Vice President*

Michael J. Antonini

Gwyneth Borden

Kathrin Moore

Hisashi Sugaya

Rodney Fong

PLANNING DEPARTMENT

John Rahaim, *Planning Director*

Joshua Switzky, *Acting Director of Citywide Planning*

Neil Hrushowy, *Acting Manager, City Design Group*

David Alumbaugh, Andres Power

Paul Chasan

Gary Chen

MUNICIPAL TRANSPORTATION AGENCY

Ed Rieskin, *Executive Director*

Peter Albert

Cynthia Hu

Jack Fleck

Maurice Growney

Jerry Robbins

Mike Sallaberry

Peter Strauss

DEPARTMENT OF PUBLIC WORKS

Bureau of Streets Use and Mapping

Barbara Moy

Nick Elsner

John Kwong

Dan McKenna

Bureau of Urban Forestry

Paul Sacamano, *Superintendent*

Carla Short

ADA

Kevin Jensen

PUBLIC UTILITIES COMMISSION

Bureau of Light, Heat & Power

Sue Black

Marla Jurosek

Roman Muros

Kevin Sporer

Bureau of Urban Watershed Management

Rosey Jencks

REDEVELOPMENT AGENCY

Mike Grisso

CITY ATTORNEY'S OFFICE

John Malamut

TRANSBAY STREETSCAPE PLAN CONSULTANT TEAM

Zimmer Gunsul Frasca

Marta Fry Landscape Architects

CHS Consulting Group

ARUP

and a special thanks to the 300 Spear Street team:

Tishman Speyer

Hargreaves Associates