



Visitation Valley Schlage Lock open space and streetscape master plan

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figure 1: plan overview



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introduction



section 1

introduction

background

The planning process for the Schlage Lock site has been under way since the closure of the factory in 1999. When a proposal for a Home Depot (2000) was met with community opposition, a collaborative planning process between the community and the City of San Francisco was launched to revitalize Visitacion Valley. With the Redevelopment Agency, the process examined how to reuse the Schlage Lock site and adjacent parcels in a way that benefits the existing neighborhood. The planning effort culminated in 2009 with the adoption of the Design for Development document (D4D). When the California Redevelopment agencies were eliminated in 2012, the City of San Francisco reinitiated the process to transform the site. This resulted in replacing the Redevelopment Plan with amendments to the 2009 D4D document, a new Special Use District and new implementation documents, including this one. This Open Space and Streetscape Master Plan provides schematic designs for the Schlage Lock site, or Zone 1 of the former redevelopment area.

purpose of document

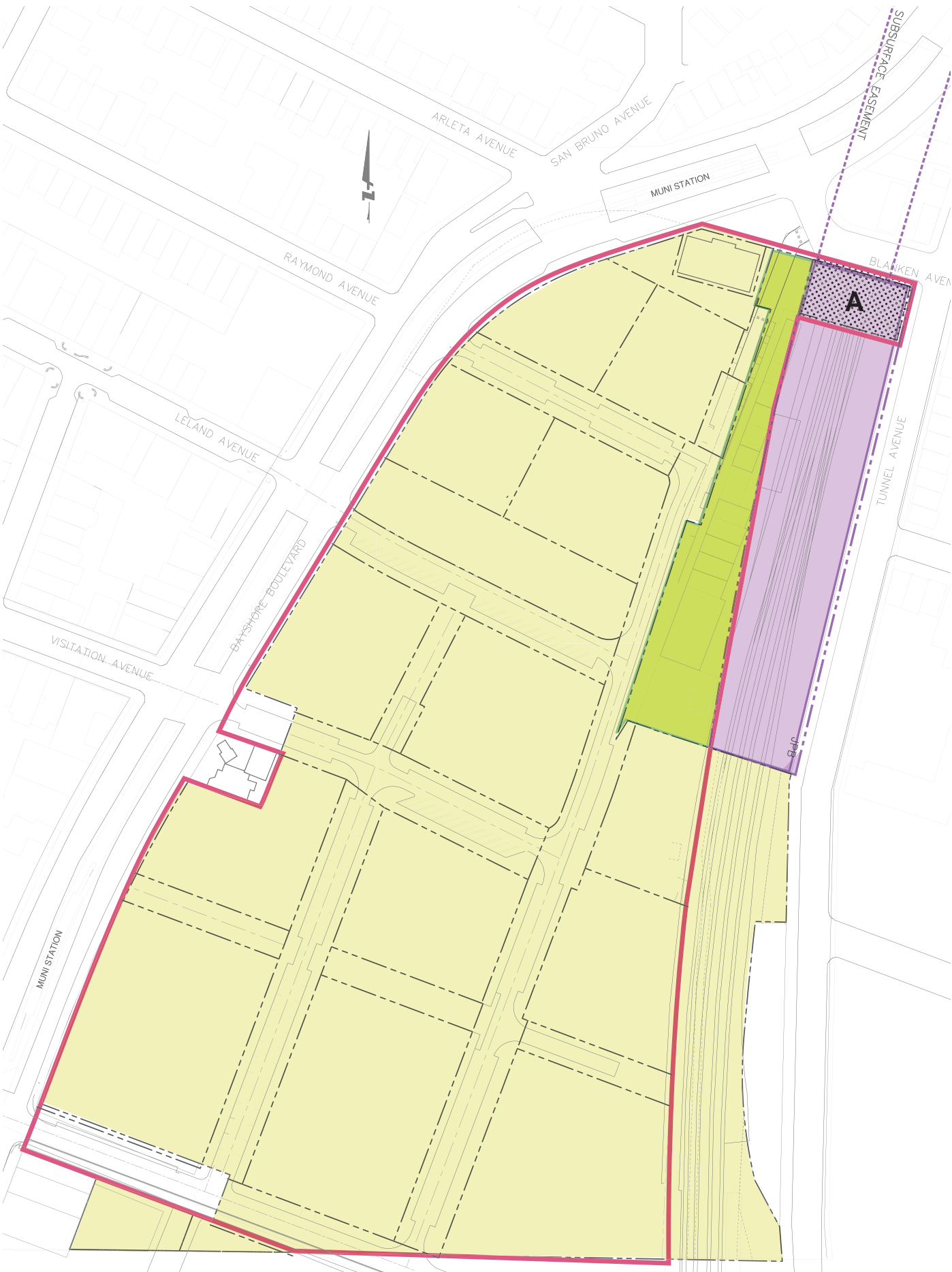
The purpose of this document is to:

- establish schematic designs for the new parks and open space in the Open Space and Streetscape Master Plan (Plan Area), and
- establish the designs of new streets throughout Plan Area.



figure 2 | open house

figure 3: property ownership



- JPB Parcel APN 5087-005
- JPB Owned Area within Plan Area (10,059 sq.ft.)
- Note: Exact division between JPB and UPRR parcel is not currently available.
- 'Visitation Development LLC' Ownership
- UPRR Parcel APN 5087-004 (38,257 sq.ft.)
- JPB Easement
- Plan Area
- JPB Subsurface Easement

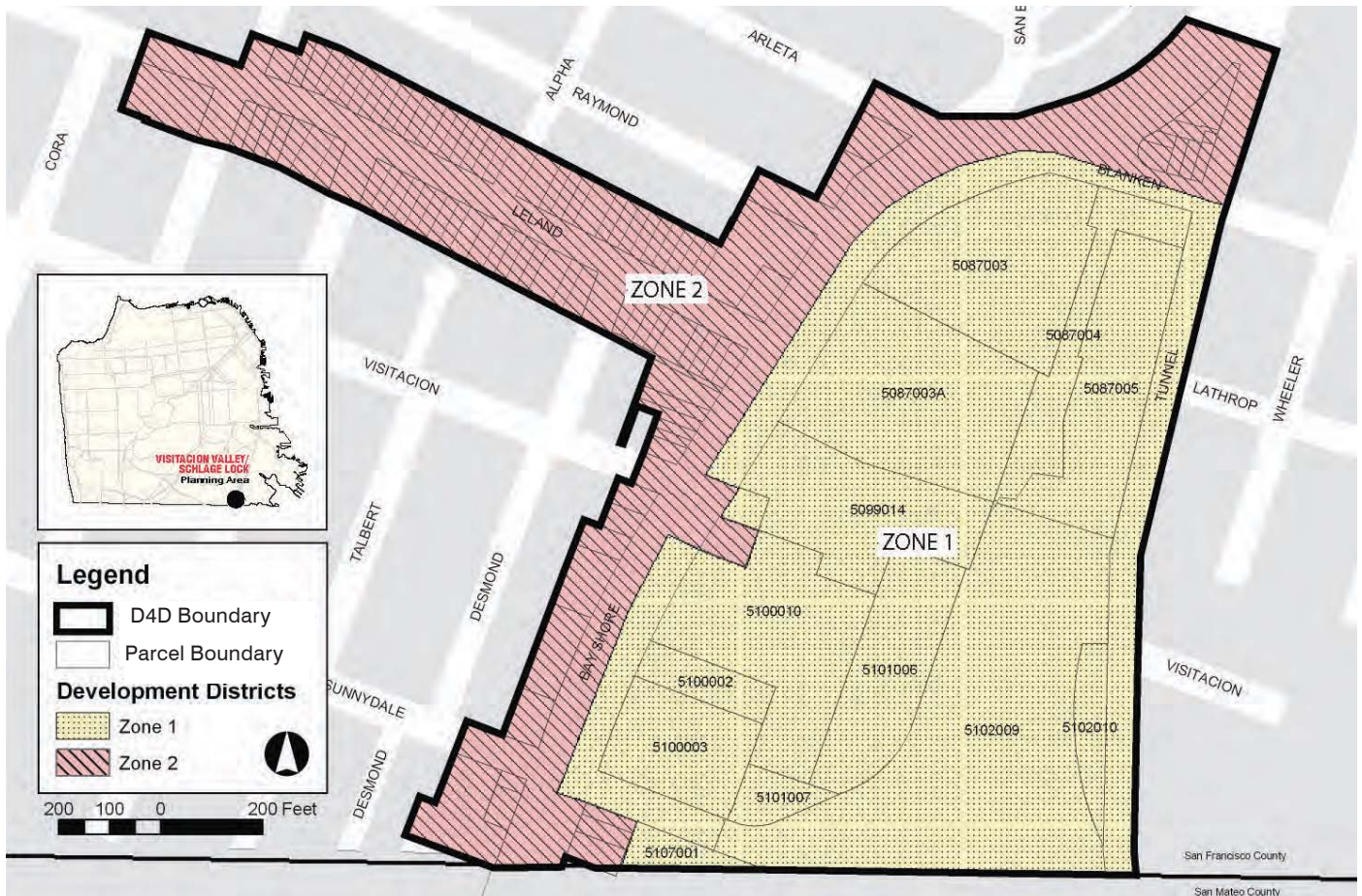


figure 4 | D4D boundary

plan area description

The Open Space and Streetscape Master Plan (Plan Area) is located in the Visitacion Valley neighborhood, at the southern edge of San Francisco, and constitutes most of “Zone 1” of the broader D4D area, as shown in Figure 4. The 20 acre Zone 1 area is bounded by Bayshore Boulevard, Blanken Avenue, the Caltrain tracks, and the San Francisco/Brisbane municipal boundary. Most of the Plan Area is comprised of the Schlage Lock site, the 20 acre development site that formerly housed a vacant factory and rail yard. Visitacion Development LLC (Developer), via Universal Paragon Corporation (UPC), now owns and proposes to develop the Schlage Lock site.

site ownership

Two smaller parcels, owned by the Peninsula Corridor Joint Powers Board (JPB/Caltrain), and one parcel owned by Union Pacific Railroad (UPRR) are included in the Plan Area, as shown in Figure 3. This plan assumes that the UPRR parcel and the JPB parcel are not part of the proposed Schlage Lock Development Project but may be developed for open space purposes in the future as a separate project. The large JPB Parcel (#5087-005), as shown in Figure 3, will remain an active Caltrain Railroad corridor and in JPB ownership. The Blanken Park alternative concept depicted in this document does not preclude other uses allowed, as-of-right or with a conditional use, by the underlying M-1 zoning on parcels 5087/004 and 5087/005 owned by UPRR or the JPB, respectively. Changes in height, zoning or use on all maps in this document depict only one of several conceptual alternatives and are subject to further planning with the property owners. Two small right-of-way areas in Visitacion Avenue and Sunnysdale Avenue are owned by the City of San Francisco.

community planning process and design goals

The design process for the Open Space and Streetscape Master Plan included extensive public outreach and input. Three public workshops in 2010 were held and monthly discussions on the evolving design concepts were held at the Visitation Valley Citizens Advisory Committee (CAC) meetings. In 2012 and 2013, three community workshops and additional advisory body meetings were held to update the site plan, street layout and park design.

Five design goals for the Open Space and Streetscape Master Plan were distilled from broader goals drafted during the D4D process. The community was asked to use these goals as evaluation criteria when commenting on design proposals. These design goals were:

1. Promote walking, transit use, and cycling by developing a **network of connected public spaces** to the different parts of Visitation Valley.
2. Enhance livability through **active public space programming and amenities** that serve the diverse needs of existing and future residents and businesses.
3. Support human and ecological health by incorporating **sustainable design**.
4. Build on existing neighborhood character, resources, and history to reinforce a **strong sense of place**, establishing a gateway to the greater neighborhood and the City.
5. Promote **safety and security** through design.



figure 5 | workshop 2 evaluation exercise

key site issues

Several key issues are critical to the design of open space and streetscapes in the Plan Area as illustrated in Figure 6 and discussed below.

Wind: Visitacion Valley can receive some strong winds, predominantly from the west and strongest during late afternoon. Winds are strong enough to damage susceptible trees and planting, and can make outdoor gathering uncomfortable, particularly along the east/west streets. At the Leland Greenway, plantings that serve as windrow and short retaining walls provide shelter from the wind. Whimsical sculptural elements that are designed to incorporate wind motion are encouraged for placement in the parks and in the streetscape.

Noise: Noise from Bayshore Boulevard and from the Caltrain tracks is also a concern. Noise mitigation for within the buildings will be addressed when each individual building is being designed. For the open space, the buildings themselves, as well as the addition of trees and other vegetation will help mitigate noise. The Visitacion Park in particular benefits from its more internal location within the site. In Blanken Park, the noise from the trains can be celebrated as part of the experience from the viewing area, while overlooking the trains as they come and go through the tunnel below.

Views: Due to the topography in Visitacion Valley and in the Plan Area, views are also an important feature to consider. As the Plan Area lies below the peak ridge of the valley, some parts of the Plan Area, particularly the buildings, will be visible from above. With the grade change in the Plan Area, there are some great view opportunities from the Blanken Park area, toward the far

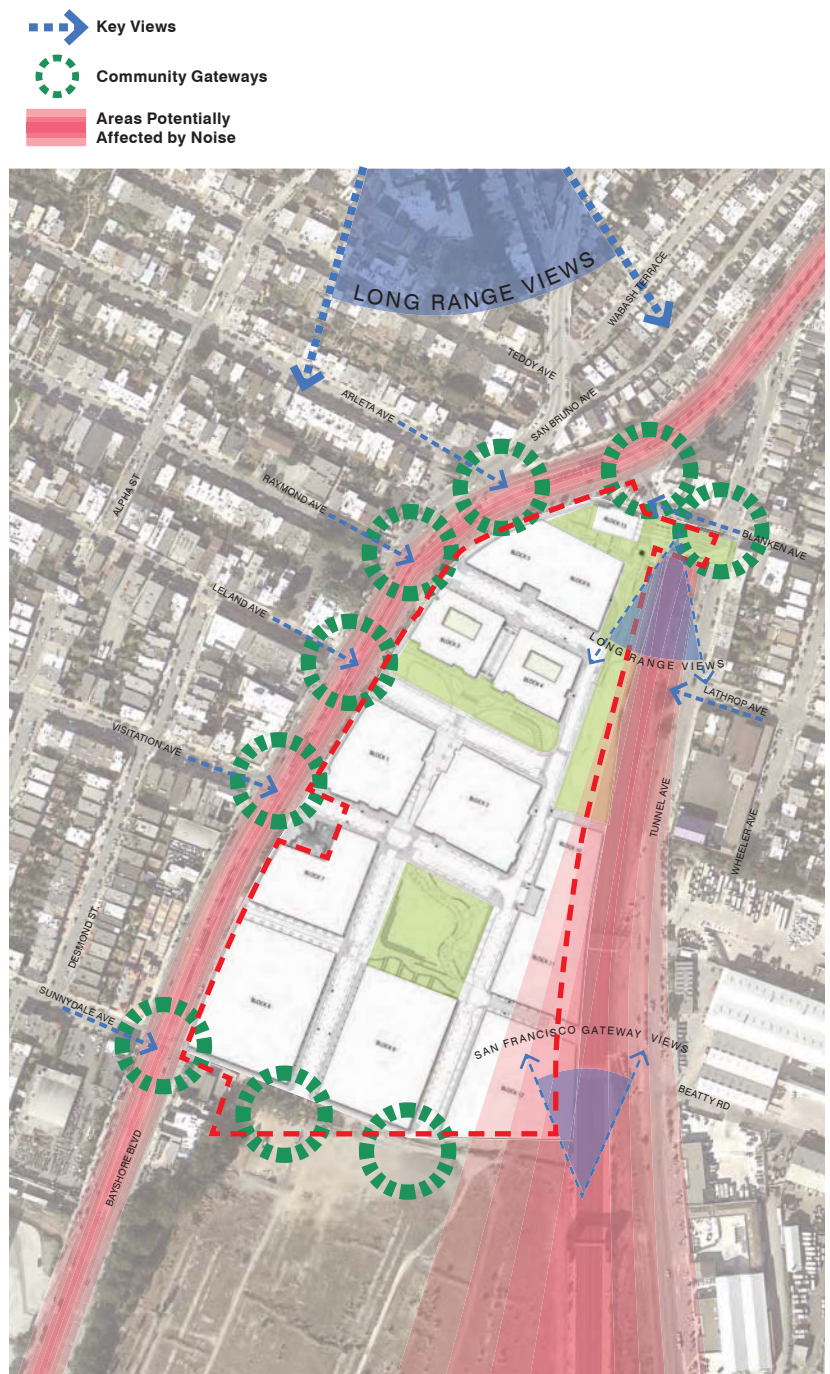


figure 6 | site design influences

south beyond the Plan Area into the Brisbane Baylands and out to San Francisco Bay. Views of Blanken Park and the eastern edge of the development are also important to consider as a gateway element for Caltrain as it enters San Francisco. Other view corridors to and from the Plan Area as shown in Figure 6, are also important considerations. While there might not be physical connections, the view extensions across the tracks from Visitacion Avenue, Leland Avenue, Raymond Avenue, and Sunnysdale Avenue are important visual connections between Little Hollywood and the greater Visitacion Valley. The design treatment of the intersections of these streets and Bayshore Boulevard must also foster a sense of extending the existing fabric of the community into the Plan Area. Leland Greenway, with a public art element near the corner of Bayshore Boulevard and Leland Avenue, provides an interesting visual terminus for Leland Avenue.

figure 7: topography and accessibility diagram



LEGEND

1.25% slope of street

8.38 spot elevation

pedestrian-only ways

* Maximum accessible slope threshold is 8.33%.

Topography and Accessibility: As shown in Figure 7, there are some significant topography changes in the Plan Area that need to be accommodated in the public-realm designs. The high point of the Plan Area is at the intersection of Bayshore Boulevard and Blanken Avenue. The grade change at the north end of the Plan Area is highlighted by the architecture of the Old Office Building, which is built into the slope.

Sidewalks and ramps in the parks and streets are provided at accessible slopes.

Soils and Remediation: There are a number of design considerations resulting from the Plan Area's history as a brown-field:

1. The remedial action plan for the Schlage Lock site restricts the growing of food on the site (regardless of container). The JPB and UPRR parcels have to be further tested. The ability to grow food on these parcels would need to be confirmed before the installation of any program such as a community garden.
2. Some metal (primarily lead and arsenic)-contaminated soils will remain on the Schlage Lock site, although they must be capped with at least 3 feet of clean soil in landscape areas.
3. There are no restrictions to tree roots growing into the soil below the clean cap, although species known to be sensitive to lead or arsenic should not be used.
4. The California Department of Toxic Substances Control (DTSC) has also restricted the installation of landscape-based stormwater management elements (such as bioswales) over areas where metal-contaminated soils have been relocated and capped. DTSC might support such systems if they are designed in such a way as to minimize these risks, such as through the use of an impermeable liner, but this would need further consultation with DTSC.



s i t e w i d e
s t r a t e g i e s &
p a l e t t e s



section 2

s i t e w i d e s t r a t e g i e s & p a l e t t e s

This section provides an overview of the open space and streetscape designs for the Plan Area. It includes the recommended palettes of landscape materials and site furnishings. This section also describes the overall stormwater management strategy, and recommended public art and historic commemoration strategies. Detailed designs for each individual park are included in Section 3. Individual street designs are presented in Section 4.

overall open space master plan

The Open Space and Streetscape Master Plan is the result of applying the design concepts identified in the Design for Development and enriching them with input provided by community members during the public process.

Overall, the character of the open space and streetscape is envisioned as one strongly linked to the Plan Area's history, that celebrates the local character and its diversity and reflects the spirit of sustainability envisioned for the Plan Area. The open space and streetscapes are designed to extend the existing Visitacion Valley neighborhood and the Visitacion Valley Greenway through the Plan Area, and promote a further connection south into the Baylands, in the future.

The two main parks - Leland Greenway and Visitacion Park - are the centerpieces of the Plan Area. The Blanken Park alternative, including the OOB plazas, would sit at the high point of the Plan Area, and act as the terminus for the open space system and gateway to the entire Schlage Lock development, Visitacion Valley and Little Hollywood. Visitacion Park is designed as the "family room," responding to the new buildings that surround it, with open,

figure 9: overall open space master plan



LEGEND

- 1 old office building plaza
- 2 blanken park alternative
- 3 visitacion park
- 4 leland greenway
- 5 raymond avenue
- 6 street A
- 7 leland avenue
- 8 visitacion avenue
- 9 sunnydale avenue
- 10 pedestrian pathway with daylight hours public access
- 11 pedestrian pathway
- 12 alley
- 13 bayshore boulevard
- 14 lane B

--- UPRR/JPB parcels, design is conceptual and subject to further planning with owners

..... Alternative scenarios for UPRR and JPB parcels could include housing or other built structures. See page 9 for more information.

flexible, and shared sociable spaces. The Leland Greenway, with plazas and park furniture that complement that nearby retail uses in the Plan Area and across Bayshore Boulevard, will be the center of activities and the green anchor at the eastern end of Leland Avenue.

The parks are connected by a network of pedestrian-friendly streets. The Leland Avenue extension, adjacent to the Leland Greenway, is the main pedestrian entry point to the new community; thus, it is intended to be an active, pedestrian street for strolling, extending the existing yet newly improved Leland Ave streetscape west of Bayshore Boulevard into the Plan Area. Street A, running north-south connects the three main parks with a line of trees and street planting that are accented in section with an art wall. Leland Avenue and the portion of Street A north of Leland Avenue are envisioned as a part of the citywide Green Connections network. Lastly, Lane B provides an alternate north-south route, with its character ranging from pedestrian way to residential street.

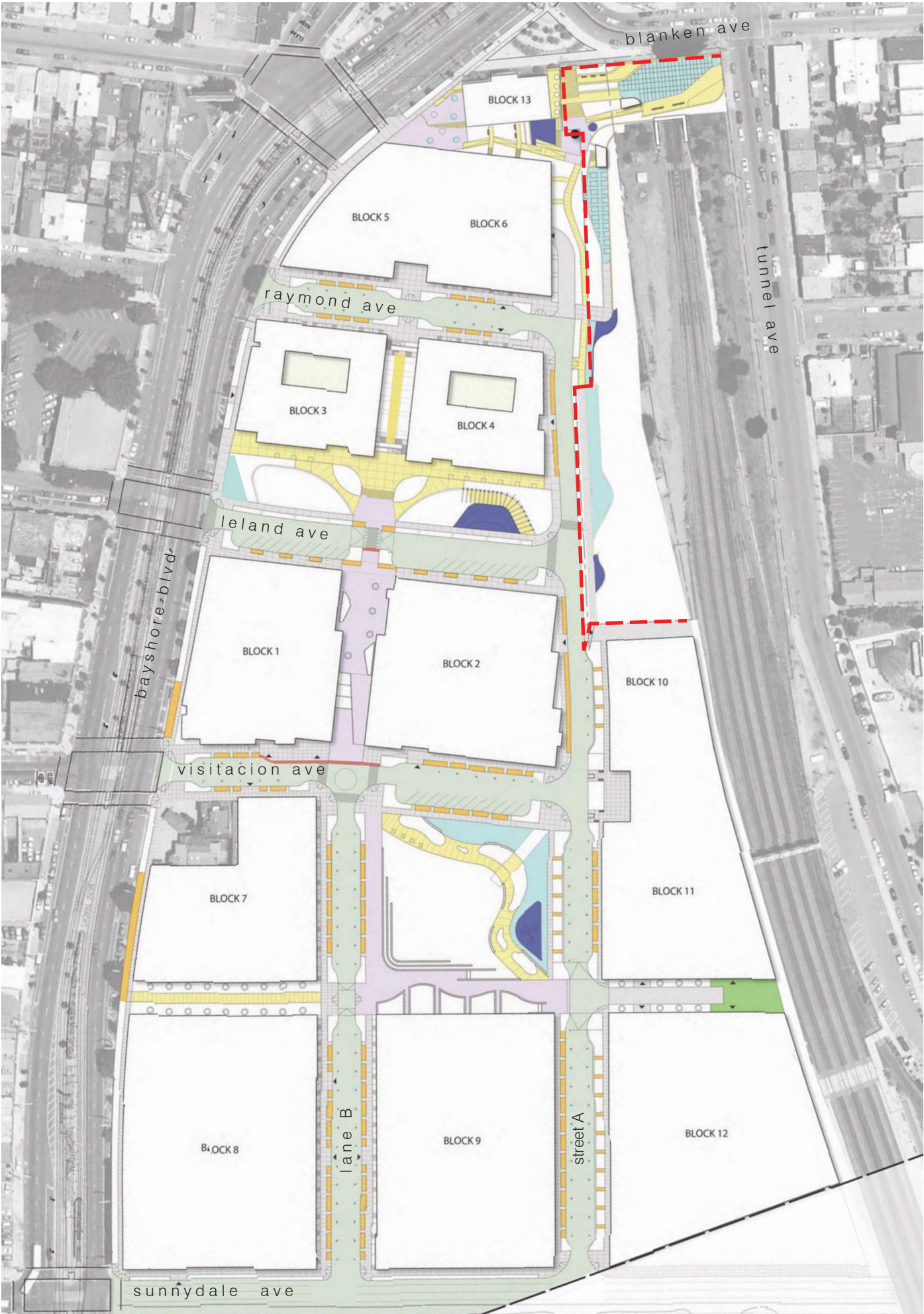
Visitacion Avenue, Sunnydale Avenue, and Raymond Avenue are also important streets in the Plan because they extend visual and physical connectivity to the existing community. All of the streets and parks form a seamless open space system that works as a highly connected and active public realm.

Figure 9 presents the overall open space plan. Specific components of the Plan are discussed in more detail later in the document.

sitewide strategies and palettes

The following section provides an overview of the open space and streetscape design strategies for the Plan Area as a whole. Sitewide strategies for paving, planting, furnishings, lighting, stormwater management, and public art are discussed. These strategies are described individually for clarity, but they work as layers that add richness and environmental performance to the open space system. The material selections identified in the diagrams are followed by keyed images of the proposed palettes. Details about specific park and street designs are included in Sections 3 and 4 of this document.

figure 10: paving plan



- LEGEND
- | | | | | | |
|--|-----------------------------|--|------------------------------------------|--|------------------------|
| | colored concrete paving | | decomposed granite/colored concrete path | | unit paver at sidewalk |
| | unit paver at plaza | | playground surface | | warning paver |
| | grey city standard sidewalk | | grass pavers | | |
| | asphalt | | | | |



0 75 150ft

paving palette



colored concrete



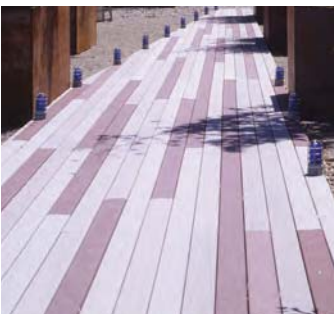
unit paver



playground surface



grass pavers



composite wood



warning pavers



decomposed granite



unit pavers at tree well

paving plan

The strategy for paving in the parks and streets of the Plan Area aims to link the open spaces and reinforce the sense of connectivity between them as illustrated in Figure 10. Overall, the selection of materials is dictated by the community's desire to have warm, durable materials.

Unit paving and colored concrete is used to highlight special areas and to provide the connectivity between the parks, allowing one to physically perceive the linkage from north to south and across the pedestrian paths of the site.

Decomposed granite (on non-primary travel routes), unit paving or colored concrete is recommended for garden areas of the Plan Area, including potential community gardens in the Blanken Park alternative design.

For sidewalks and tree strips, the Plan recommends standard concrete with unit pavers, allowing trees, limited understory planting, pedestrians, and people accessing parked cars to coexist. Images of the paving materials are shown in the palette to the left and summarized in Figure 10.

figure 11: lighting plan



- LEGEND
- |||||

bayshore boulevard standard

● ● ●

ieland ave standard

✱

city standard

✱

city standard with light rail arm

◇ ◇ ◇

building mounted

✱

park pole light

■

step light

▨

trellis down light
-
- 22
- Schlage Lock **Open Space + Streetscape** Master Plan

street light palette



Bayshore Blvd. standard



Leland Ave. standard



city standard

park light palette



recommended pole light style



recommended trellis down light style



possible wall-mounted light style



recommended step light / recessed wall light style

lighting plan

The lighting strategy for the Plan Area builds on existing San Francisco initiatives to unify and standardize the use of light fixtures in the city, while allowing special types of fixtures to highlight a unique district or respond to a special condition. The lighting plan is shown in Figure 11 and the recommended light fixtures are shown in the palette to the left.

For the streets that form the core of the Plan Area (such as Leland Avenue), where retail and other commercial activities are anticipated, the Plan proposes using the light standard that has been recently installed along the existing Leland Avenue. The Bayshore Boulevard standard will be retained on the west edge of the Plan Area. Building-mounted lights, to be selected during building design, are recommended where buildings flank the pedestrian alleys or paths. Along the rest of the streets, a City standard will be used. The light fixture selection should be confirmed with the San Francisco Public Utilities Commission (SFPUC) against current standards before installation. This standard fixture will be used with a light-rail-arm component along Sunnydale Avenue, where Muni's light rail line is expected to extend.

A variety of light fixtures will be utilized within parks, including low lighting, park pole lights, bollards, and step lights. Overall, the goal is to provide levels of illumination that will make the spaces feel safe at night, and at the same time create an inviting atmosphere within the parks, manage excessive brightness, and protect dark skies. Please refer to Section 3 of this document for additional information about special lighting design in specific parks.

figure 12: furnishings plan



LEGEND

- prefabricated benches
- trash/ recycling receptacle
- bike racks
- picnic/chess table/ (user provided)cafe seating
- custom bench
- play equipment
- fitness station & drinking fountain
- precast concrete planter
- low fencing & gate
- security fencing



site furnishing palette



recommended bench style 1



leland ave standard bike rack



recommended picnic table style



recommended precast concrete planter



recommended trash receptacle style



recommended security fencing



recommended low fencing style



recommended fitness station



recommended bike rack style



recommended school age play equipment



recommended early childhood play equipment



recommended precast bench style 2

site furnishings plan

As shown in the palette to the left, the Open Space and Streetscape Master Plan recommends a set of standard benches, trash receptacles, fencing, bike racks and other furnishings throughout the Plan Area. Having a standard suite of furnishings allows for elements of consistency throughout the landscape, makes for easier long-term maintenance, and provides an elegant and understated backdrop to set off more custom features. An overview of the recommended furnishing layout is shown in Figure 12.

The standard furnishings proposed also respond to criteria provided by the community during the outreach process, either as points of consensus or preference of the majority:

- sturdy and vandal-resistant; durable and low-maintenance over time
- materials that are warm and natural (such as wood), and respond to sustainability concerns (sustainably harvested, recycled, recyclable, or renewable)
- elegant and timeless forms, with a preference for curves
- benches need armrests and backs
- trash receptacles need to accommodate recycling

During the outreach process, the community also expressed a strong desire for including special, custom-designed furnishings and other feature elements in the public realm. Based on this feedback, the plan recognizes the opportunity to design unique furnishing elements for selected areas of the site as part of the public art program, described later in this document.

A series of fitness stations along the Street A corridor, as shown in Figure 12, meet the community's desire for a fitness trail. The trailhead starts in Blanken Park alternative design and continues along Street A south to the Visitation Park. It is possible the fitness trail could also later extend to the Brisbane Baylands development to the south. Site furnishing at the new stretch of Leland Avenue, should match with the existing portion of Leland Avenue west of Bayshore Boulevard.

figure 13: public art plan



LEGEND

- art element on seat wall
- historic commemoration
- trellis structure
- potential custom feature
- sculpture feature
- green wall / art wall
- garden shed



0 75 150ft

public art and historic commemoration strategy



figure 14 | art wall

figure 15 | green wall

figure 16 | Trellis

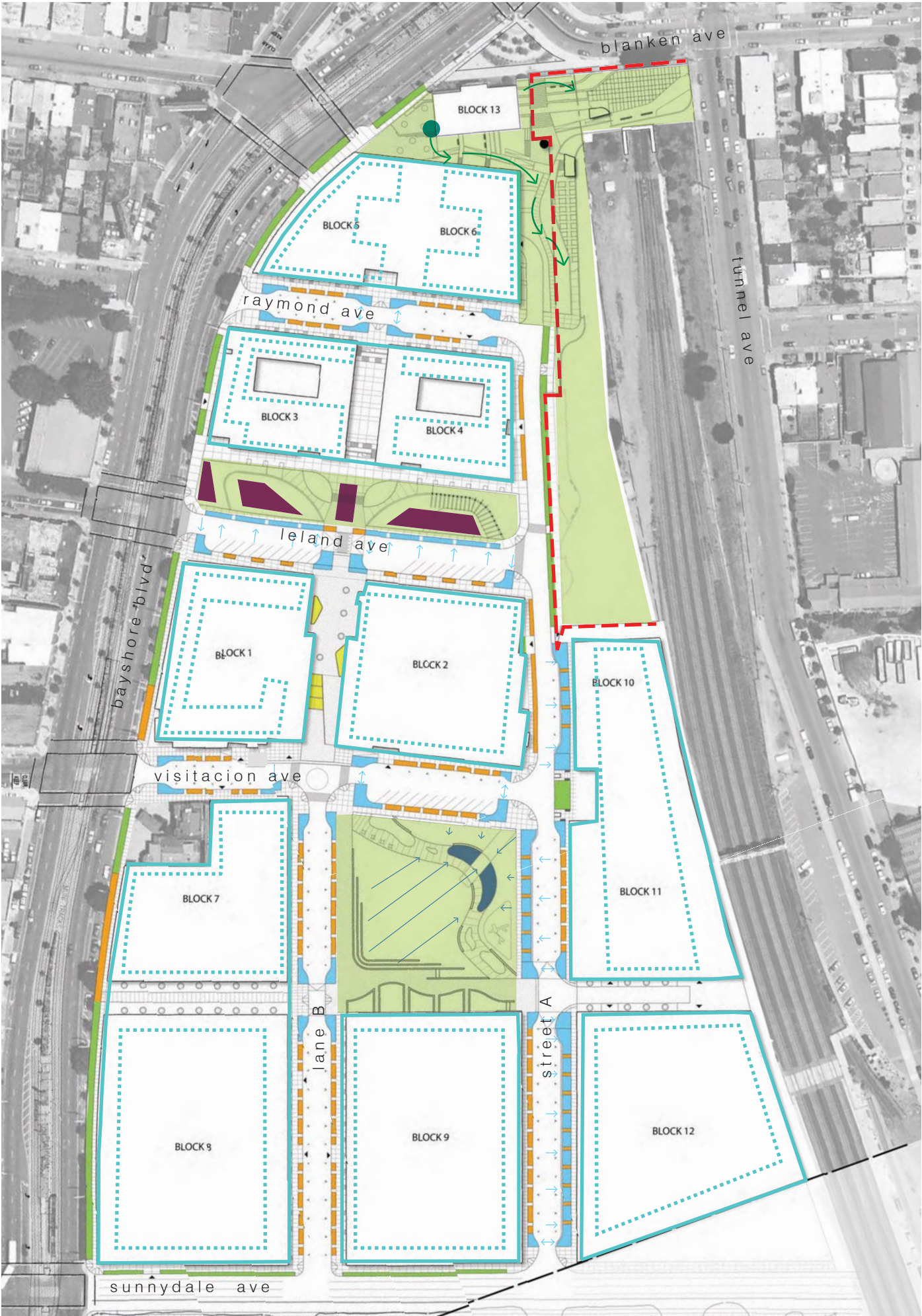
One of the most remarkable aspects of Visitacion Valley is the noticeable presence of grassroots and community-inspired public art. There is a great opportunity to extend this form of local expression into the site by creating a public art program in coordination with the furnishings strategy described previously. The community has expressed a strong desire for some custom-designed furnishings and other forms of integrated art.

Any of the standard site furnishings in the site are opportunities to integrate custom design. In addition, the Open Space and Streetscape Master Plan identifies five specific elements that could be part of a public art program, as illustrated in Figure 13:

- An **art element** component to the seat wall that traces the meandering walkway on Visitacion Park and extends into the Leland Greenway. The art element could be applied later, or be designed as integral to the seat wall.
- A **trellis structure** on the eastern edge of Leland Greenway to offer seating for parents watching their children in the play area and to provide a setting for potential farmers' market on weekends, or simply offer shade and wind protection during the rest of the time.
- A **sculptural feature** at Western end of Leland Greenway. This element should be an expression of the multitude of cultures that inhabit Visitacion Valley and/or the local wind conditions.
- A **kiosk** in the Blanken Park alternative design would provide storage space for gardening tools for the community garden.
- **Green walls** at the ground floor walls of Block 2 on Street A and of Block 1 & 2 at Lane B mews to provide visual relief and to screen parking

There are also over 140 artifacts from the demolished Schlage Lock factory that have been salvaged and stored. These have the potential to be reused as interpretive displays or sculpture pieces throughout the site, to commemorate the Schlage chapter of the sites history. In particular salvaged elements could be reused in pronounced locations in the OOB plazas, or within the OOB itself. The reuse of these artifacts may be part of a subsequent public art program or a separate historic commemoration plan.

figure 17: stormwater management concept plan



LEGEND

- rain garden
- potential permeable paving
- stormwater flow direction
- park area
- bioretention cells
- street planting
- flow-through planter system or green roof
- cistern at Old Office Building (potential) for demonstrative landscape irrigation with harvested rainwater
- potential infiltration gallery
- flow-through planter

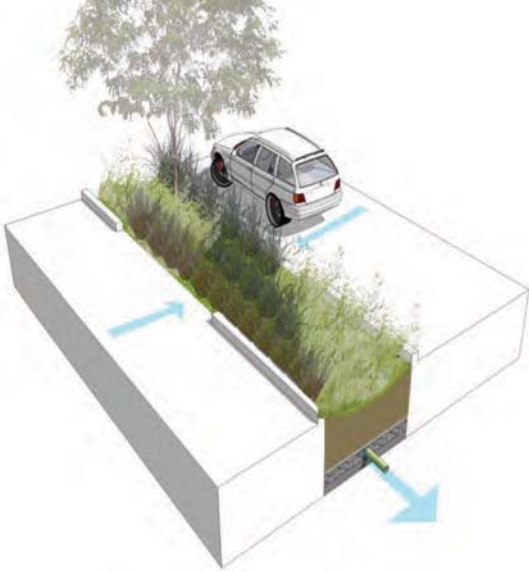


figure 18 | bio-retention cell

figure 19 | rain garden

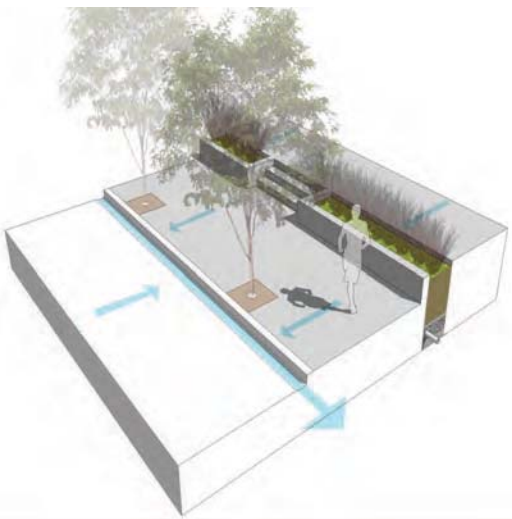
figure 20 | flow-through planter

figure 21 | detention swale and deep rain garden, such as included in Visitacion Park.



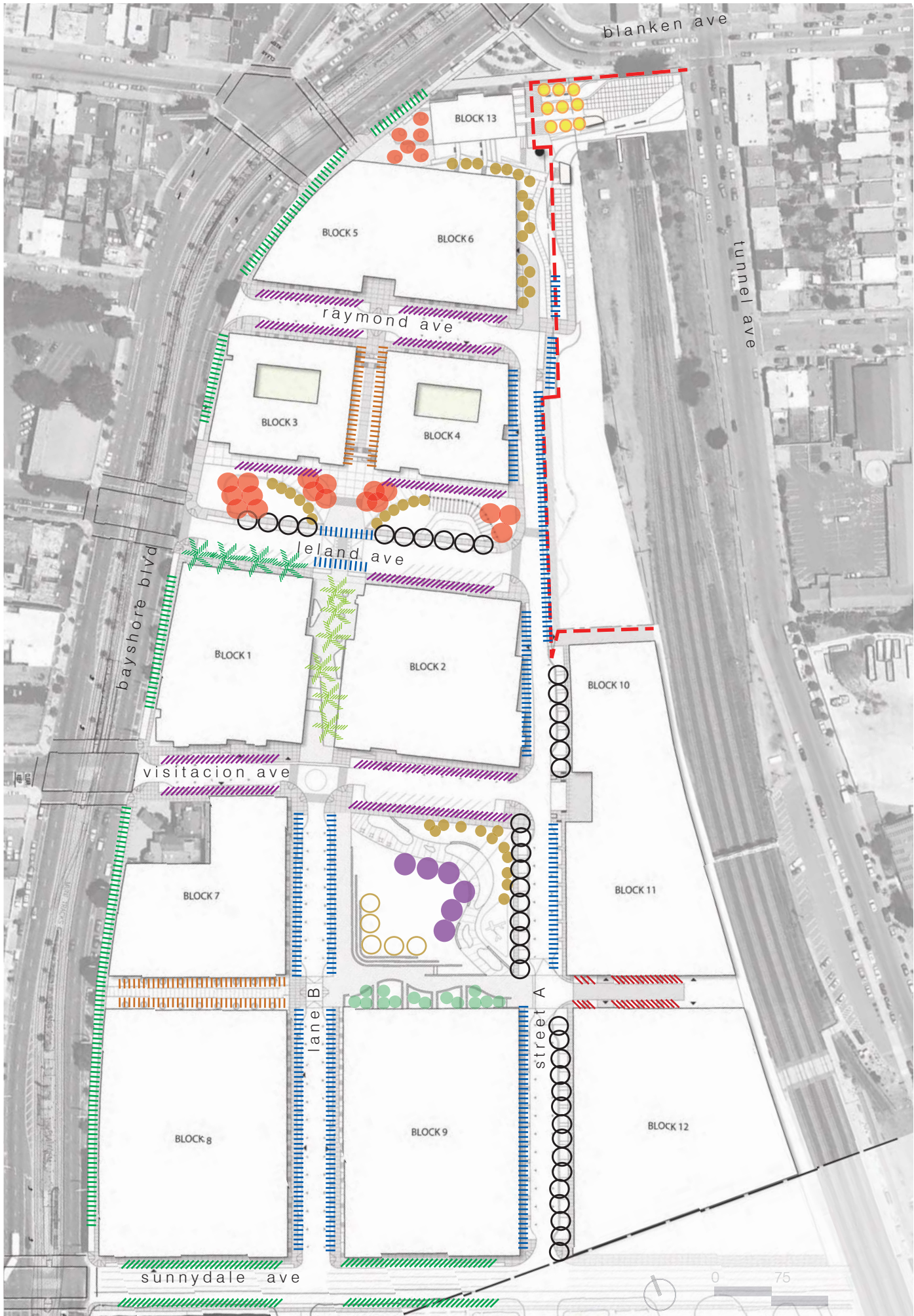
stormwater management concept

Since the Plan Area lies within the City's combined sewer area, site sustainability goals for stormwater focus on reducing the volume and rate at which stormwater runoff enters the larger City sewer system. The City's Stormwater Design Guidelines require that the site's stormwater strategies meet the equivalent of LEED-NC credit 6.1 (reducing the volume and rate of stormwater runoff from the 2-year 24-hour storm event by 25% from the pre-redevelopment site condition). To meet this requirement strategies such as softscape (planting areas), bio-retention planters, and permeable paving where appropriate and where allowed by DPW and SFPUC will be considered in the final design. Building on the increased permeability of the site, strategies, such as infiltration basins and stormwater re-use for irrigation, may be incorporated, if feasible, to further promote green infrastructure goals and achieve compliance with the Stormwater Design Guidelines. Figure 17 illustrates conceptually how stormwater management can be incorporated into the open space and streetscape design. These concepts will be advanced and refined as the infrastructure improvement design is developed along with the Final Map. Additional sustainable stormwater facilities will be provided within future development parcels and may include green roofs, flow-through planters, or setback planting. These building specific strategies will be refined as individual buildings are designed during the Building Permit approval process.



The development within the Plan Area is not required to provide water quality treatment, as all runoff that leaves the Plan Area goes to the City sewer treatment facility. However, water-quality-focused strategies, such as the swales and rain gardens shown in Figures 18 through 21, have also been integrated into the design to both support site stormwater quantity reduction strategies and act as demonstrative expressions of sustainable design. There is also the potential that this approach can become part of a longer term sustainability strategy for the watershed.

figure 22: tree plan



LEGEND

Tristania conferta

Prunus serrulata 'Kwanzan'

Lyonothamnus floribundus or Corymbia ficifolia

Olea europea 'Swan Hill' or Arbutus 'Marina'

Pittosporum undulatum or Ceratonia siliqua

Olea europea 'Swan Hill' or Arbutus 'Marina'

Rhamnus alaternus

Cupressus macrocarpa, or Pinus pinea

Acer rubrum or Liriodendron tulipifera

Olea europea 'Swan Hill' or Arbutus 'Marina'

Washingtonia robusta

Cordyline australis or Trachycarpus fortunei

Populus fremontii or Populus nigra italica

Betula nigra or Alnus rhombifolia

Cedrus deodara or Sequoia Sempervirens

Tristania laurina

See the tree plan summary chart on the next pages for more details.









Open Space + Streetscape Master Plan

30

tree plan

The overall tree plan for the Plan Area is shown in Figure 22. Street trees and park trees have been selected to reinforce the street hierarchy and block pattern of the Plan Area. The strategy is to provide a backbone of evergreen trees that will serve as a green framework, and a contrast to the changing character and transparency of deciduous trees that provide seasonal change, texture, flowers, and fall colors. Trees have been selected for their longevity, ease of management, wind resistance and adaptability to existing site soil conditions. Trees were also selected for particular growing conditions or purposes. Some pathways are proposed on structure (see Figure 43 in Section 4) and the tree selection responds to this more constrained growing condition (see Tables 1 and 2 on the following pages). To help provide windbreaks, iconic and statuesque evergreen trees (cedar and pine) are designated for Leland Avenue and the Old Office Building Plaza. The Street A tree (red maple) was chosen for its distinct form and fall color, its tolerance for potential rain garden conditions, and its tight canopy (required due to its proximity to the vehicular lane when there is no on-street parking between Visitacion Avenue and Leland Avenue). See the tree plan summary chart on the next pages for more details.

Table 1. Street Trees

	Street	Recommended Species	Mature Size	Water Need	Tree Character	Note	
	Bayshore Boulevard	<i>Tristania conferta</i> Brisbane Box	Medium to large EG	L	Fast growing and strongly upright to rounded tree	To match existing trees or Bayshore Boulevard	 <i>Tristania conferta</i>
	Sunnydale Avenue	<i>Pittosporum undulatum</i> Victorian Box or <i>Ceratonia siliqua</i> Carob	Medium to large EG	L	Fast growing and strongly upright to rounded tree, has fragrant flowers	Transit street	 <i>Prunus serrulata</i>
	Raymond, Leland, Visitation Avenues	<i>Prunus serrulata</i> 'Kwanzan' Japanese Cherry or <i>Prunus yedoensis</i> Yoshino Cherry	Small DC	M	Flowering specimen trees	To match existing Leland Avenue street trees	 <i>Lyonothamnus floribundus</i>
	Lane B, Street A	<i>Lyonothamnus floribundus</i> Catalia Ironwood or <i>Corymbia ficifolia</i> Red Flowering Gum	Large EG	L	Fast growing and strongly upright	On grade	 <i>Olea europaea</i>
	Lane B Pedestrian Pathway	<i>Olea europaea</i> 'Swan Hill' Swan Hill Olive or <i>Arbutus 'marina'</i> Arbutus Marina	Small EG	L	Sculptural multi-trunk tree of Mediterranean character	On structure	 <i>Acer rubrum</i>
○	Street A	<i>Acer rubrum</i> Red Maple or <i>Liriodendron tulipifera</i> Tulip Tree	Medium DC	M	Large fast-growing tree with delicate foliage	On grade, needs tight canopy form	 <i>Arbutus marina</i>
	Alley	<i>Olea europaea</i> 'Swan Hill' Swan Hill Olive or <i>Arbutus 'marina'</i> Arbutus marina or <i>Rhamnus alaternus</i> Italian Buckthorn	Small EG	L	Urban character with light shade and upright	On structure	 <i>Washingtonia robusta</i>
✱	Leland Avenue	<i>Washingtonia robusta</i> Mexican Fan Palm	Large EG	L	Tall, fast growing, high canopy	On grade	 <i>Cordyline australis</i>
✱	Lane B Mews	<i>Cordyline australis</i> Cabbage Tree or <i>Trachycarpus fortunei</i> Windmill Palm	Small EG	L	Short, slow growing	On structure	

(MATURE SIZE)
EG= Evergreen
DC= Deciduous

(WATER NEED)
L= Low
M= Moderate

Table 2. Park Trees

	Old Office Building and Blanken Park Alternative	Recommended Species	Mature Size	Water Need	Tree Character	Note	
●	Grand Stair Terrace	<i>Olea europaea</i> 'Swan Hill' Swan Hill Olive or <i>Arbutus</i> 'marina' Arbutus Marina	Medium EG	L	Sculptural multi-trunk tree of Mediterranean character	On structure	 <i>Olea europaea</i>
●	Old Office Building Plaza	<i>Cedrus deodara</i> Deodar Cedar or <i>Pinus Pinea</i> Italian Stone Pine	Large EG	M	Tall conifer with grand stature	On grade, windbreak	 <i>Deodar Cedar</i>
●	The Grove	<i>Betula nigra</i> River Birch or <i>Alnus rhombifolia</i> White Alder	Medium DC	M	Upright form with light shade	On grade	 <i>Betula nigra</i>
	Visitacion Park	Recommended Species	Mature Size	Water Need	Tree Character	Note	
●	The Grove	<i>Betula nigra</i> River Birch or <i>Alnus rhombifolia</i> White Alder	Medium DC	M	Upright form with light shade	On grade	 <i>Tristania laurina</i>
●	The Grove	<i>Tristania laurina</i> Water Gum					 <i>Sequoia sempervirens</i>
●	Lowland	<i>Cedrus deodara</i> Deodar Cedar or <i>Sequoia sempervirens</i> Coast Redwood	Large EG	M	Tall conifer with grand stature	On grade	 <i>Populus fremontia</i>
○	Highland	<i>Populus fremontii</i> Western Cottonwood or <i>Populus nigra</i> 'Italica' Lombardy Poplar	Medium DC	M	Large fast-growing tree with delicate foliage	On grade	 <i>Betula nigra</i>
	Leland Greenway	Recommended Species	Mature Size	Water Need	Tree Character	Note	
●	The Grove	<i>Betula nigra</i> River Birch or <i>Alnus rhombifolia</i> White Alder	Medium DC	M	Upright form with light shade	On grade	 <i>Acer rubrum</i>
○	Rain Garden	<i>Acer rubrum</i> Red Maple or <i>Liriodendron tulipifera</i> Tulip Tree	Medium DC	M	Large fast-growing tree with delicate foliage	On grade	 <i>Deodar Cedar</i>
●	Windbreak	<i>Cedrus deodara</i> Deodar Cedar or <i>Pinus Pinea</i> Italian Stone Pine	Large EG	M	Tall evergreen with grand statue	On grade	

figure 23: understory planting plan



- LEGEND
- | | | |
|-------------------------|------------------------------|------------------------------------------------|
| restoration planting | native drought tolerant lawn | pedestrian way planting type over structure |
| street planting type I | park planting type I | pedestrian way planting type II over structure |
| street planting type II | park planting Type II | gravel for tree grove |
| no mow lawn | community garden | |

understory planting plan

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

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

There are various growing conditions and types of spaces where planting occurs. The plan responds with categories of planting as shown in Figure 23. Representative species recommended for each planting type are included in lists on the following pages.

- Lawn—the use of lawn is limited to the multiuse areas of the parks. There are two types. The first is a native, drought tolerant and durable multi-use variety that will require regular mowing. The second is called “no-mow”, and is best suited for casual lounging or purely aesthetics. “No-mow” is a mix of grasses that naturally grow to a low height and do not require mowing. It gives a soft, meadow-like appearance.
- Park Planting Type I & Pedestrian Way Planting Type I—this type includes native or climate-appropriate understory shrubs and ground covers. Species are chosen to remain below 4 feet in height, to maintain sight lines through the parks. This category also applies to planting along pedestrian pathways and building setbacks.
- Pedestrian Way Planting Type II, Park Planting Type II & Street Planting Type II—this type is used in all stormwater management planting zones (flow through planter, swales, planters, and rain gardens). These areas are to be densely planted with understory species capable of withstanding periodic inundation and typical stormwater contaminants. Mulch should be inorganic or not used. If stormwater management function is not needed in this planting area, Park Planting type I, Pedestrian Way Planting type I or Street Planting type I palette will be used.
- Street Planting Type I—this type occurs in the understory of street tree basins, or other planting beds adjacent to the street. The plant types are very sturdy, evergreen, and drought-tolerant species that can tolerate the challenges of planting environment.
- Restoration Planting—this type occurs along the railroad tracks. Species are primarily native and chosen for urban habitat value. They require very minimal maintenance, and will not require ongoing irrigation beyond a 2-year establishment period.
- Community Garden—this type will be in areas where the community will be able to assume responsibility for the planting and maintenance. It is envisioned as primarily for food production, unless this is determined as not viable. In this case, ornamental, cut-flower community gardens could be established.

Planting is also an exciting area of opportunity for community partnerships and programs. The neighborhood example of the Visitacion Valley Greenway provides a useful resource for organizing volunteer or job-training programs to grow, plant, and maintain landscapes. It will still be important to design for the possibility that such programs may not last, that new residents will not want to participate, and that a permanent low-maintenance landscape can be installed.

Echium candicans | Pride of Maderia
Carpenteria californica | Tree-anemone *
Romneya coulteri | Matilija Poppy
Ceanothus sp. | Lilac *
Fremontodendron californicum | California Flannel Bush
Heteromeles arbutifolia | Toyon
Myrica californica | Pacific Wax Myrtle
Garrya elliptica | Silk Tassel
Rhamnus californica | Coffeeberry
Sambucus spp. | Elderberry
Kniphofia uvaria | Red Hot Poker
Muhlenbergia rigens | Deer Grass
Muhlenbergia lindheimeri | Lindheimer's muhlygrass
Quercus agrifolia | Coast Live Oak
Aesculus californica | Buckeye

restoration palette



Lilac



Silk Tassel



Pacific Wax Myrtle



Pride of Madeira



California Flannel Bush



California Buckeye



Matilija Poppy



Coast Live Oak



Coffeeberry



Elderberry

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

street planting palette



Giant Red Aeonium



Parry's Agave



Myrtle Spurge



Sedum



Deer Grass



Aloe



Lindheimer's Muhlygrass



Leucadendron



Pig's Ear



New Zealand Iris

Zauschneria spp. | Fuchsia
Rubeckia spp. | Black Eye Susan
Penstemon spp. | Beard-tongue
Rosa spp. | Rose *
Anemones spp. | Anemones
Kniphofia spp. | Red Hot Poker
Delphinium spp. | Larkspur
Oenothera spp. | Primrose
Aster spp. | Aster
Euphorbia spp. | Spurge
Salvia clevelandii | Cleveland sage *
Narcissus spp. | Daffodil *
Trachelospermum jasminoides | Star Jasmine *

flower garden palette



Black Eye Susan



Aster



Red Hot Poker



Sage



Anemones



Larkspur



Primrose



Rose



Fuchsia



Spurge

Carex pansa | California Meadow Sedge
Carex tumulicola | Berkeley Sedge
Lavandula spp. | Lavender *
Olea europaea ‘Little Ollie’ | Olive
Phormium tenax | New Zealand Flax
Lomandra longifolia | Mat Rush
Euphorbia spp. | Spurge
Myrtus communis | True Mrytle
Garrya elliptica | Silk Tassel
Arbutus unedo ‘Compacta’ | Strawberry Tree
Pittosporum tobira | Japanese pittosporum *
Azara microphylla | Boxleaf Azara *
Clematis armandii | Evergreen clematis *

park planting palette



Strawberry Tree



New Zealand Flax



California Meadow Sedge



Mat Rush



Silk Tassel



Lavender



Pittosporum



Spurge

Note: Plants with () have fragrant foliage and flowers.*

Carex tumulicola | Berkeley Sedge
Carex nudata | California Black-flowering Sedge
Carex pansa | California Meadow Sedge
Darmera peltata | Umbrella Plant
Cornus stolonifera | Red Stem Dogwood
Rubus parviflorus | Tumbleberry
Calycanthus occidentalis | Spice Bush *
Mimulus sp. | Monkeyflower
Elymus Glaucus | Blue Wildrye
Iris 'Canyon Snow' | Iris
Fragaria vesca ssp californicas | Woodland Strawberry
Woodwardia fimbriata | Giant Chain Fern
Mahonia lomarifolia | Chinese Holly Grape
Osmanthus fragrans | Sweet Osmanthus *

stormwater management palette



Chinese Holly Grape



Umbrella Plant



California Black-flowering Sedge



Giant Chain Fern



Berkeley Sedge



Monkeyflower



Red Stem Dogwood



Iris



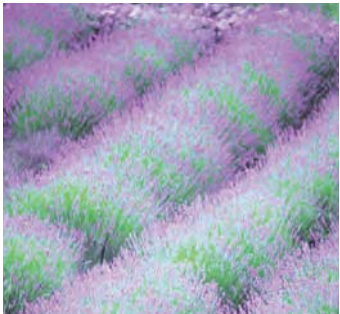
Tumbleberry



Spice Bush

Ribes sanguineum | Flowering Currant
Woodwardia fimbriata | Giant Chain Fern
Polystichum munitum | Western Sword Fern
Myrica californica | Pacific Wax Myrtle
Garrya elliptica | Silk Tassel
Arbutus unedo | Strawberry Tree
Myrtus communis | True Myrtle
Wisteria sinensis | Chinese Wisteria
Fragaria chiloensis | Sand Strawberry
Fragaria vesca subsp. Californicas | Woodland Strawberry
Prunus ilicifolia | Evergreen Cherry
Prunus lusitanica | Portugal Laurel
Lavandula sp. | Lavender *
Chondropetalum tectorum | Small Cape Rush
Euphorbia sp. | Spurge
Cornus stolonifera | Red Twig Dogwood
Iris germanica | Iris *
Philadelphus lewisii | Lewis's Mock-orange *
Lonicera spp. | Honeysuckle *
Clematis montana | Anemone clematis *

pedestrian way palette



Lavender



True Myrtle



Strawberry Tree



Small Cape Rush



Chinese Wisteria



Silk Tassel



Flowering Currant



Wester Sword Fern



Spurge



Red Stem Dogwood

Note: Plants with (*) have fragrant foliage and flowers.



parks & plazas
schematic designs



section 3

parks & plaza
schematic designs

Section 3 adds more detail to the sitewide plans of Section 2 by presenting the schematic design of each individual park and plaza on the Schlage Lock site. Each open space is described by the specific design concept that dictated its shape and organization, the types of activities for which it is designed, the character of the spaces created, and a palette of materials (paving, planting, furnishings, lighting, art features).



figure 24 | overall site plan

figure 25 | perspective view key



key plan



figure 26 | Visitacion Park perspective

Visitacion Park

Design Overview

Visitacion Park is located near the center of the Plan Area, bounded by Parcel 9, Street A, Visitacion Avenue, and Lane B. It is designed as a flexible and shared open space for multiple uses, and thus is seen as the “family room” for the neighborhood.

The main program in Visitacion Park is a multi-use bermed lawn area, which doubles as an informal outdoor amphitheater, softly sloping in a northeast direction as shown in Figures 25, 27 and 28. The seating steps form the high point of the central berm. The steps provide flexible seating and lounging space, edging and activating the widened sidewalk edge at Lane B. The lawn area drains into a swale (detention area) planted with native vegetation located underneath the bridge spanning to the northeast street corner. The bridge is made of composite “wood” for durability, and edged with a low curb for safety. The bottom of the swale should be no more than 30” below the bridge. The bridge allows direct access over the swale area, while the surrounding tree grove is provided with a permeable accessible surface, allowing widespread access to the park from many points.

A meandering walkway is bordered intermittently with a seat/art wall and is punctuated with islands of plantings. Along this meandering walkway is a playground (tot lot), picnic sites and chess tables or other amenities as determined during the design development process. An adjacent planted pedestrian path north of Block 9 extends the park and will be further activated by residential stoops flanked by planting.

figure 27: park programming and tree plan



LEGEND

1

path

2

raised intersection

3

street planting

4

multiuse lawn

5

rain garden

6

playground (tot lot)

7

picnic area

8

the grove with DG or similar paving

9

bridges

10

seat wall

11

art wall

12

park planting

on structure

fremont cottonwood

olive

river birch

deodar cedar

tristania laurina

red maple

japanese cherry

catalina ironwood

Character and Materials Requirements

The character of Visitacion Park is of one simple, flexible, and inviting space, using warm colors and natural materials. This base design provides a setting for potential public art elements, which can provide the whimsical, unique, and colorful character preferred by the community. Because Visitacion Park is expected to carry a high volume of users, the materials and elements proposed on the following pages are durable, and will acquire interesting patina with the passage of time, while minimizing unnecessary maintenance.

Recommended Public Art Features

- Seat wall art element—An art element component can trace the meandering seat wall and extends along the length of the seat wall and/or green wall along Street A into the Visitacion Park. The art element could be applied later or be designed as integral to the seatwall and green wall.

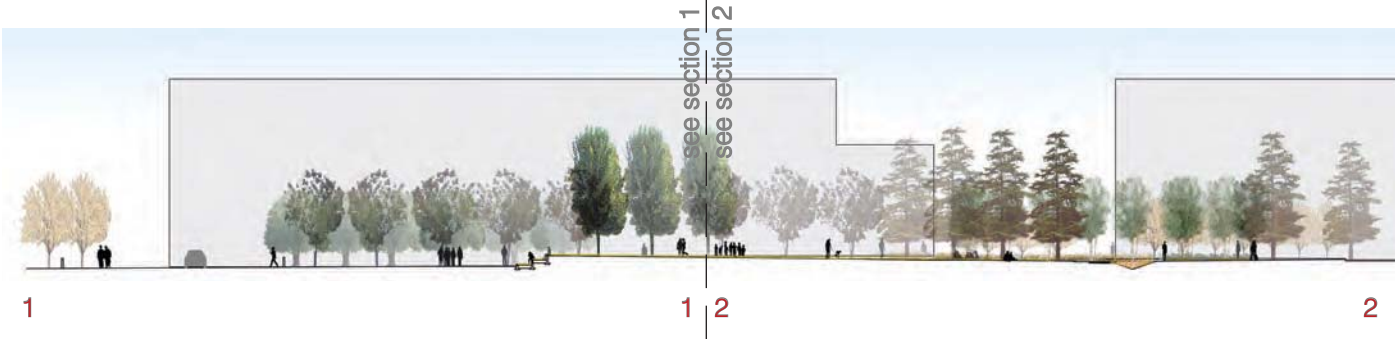
Potential Stormwater Management Strategies

The central stormwater management element for this Plan Area is the central swale. The swale will collect, detain, and slowly absorb water from the lawn, planting areas, adjacent sidewalks, or Lane B, and eventually release it into the standard stormwater system.

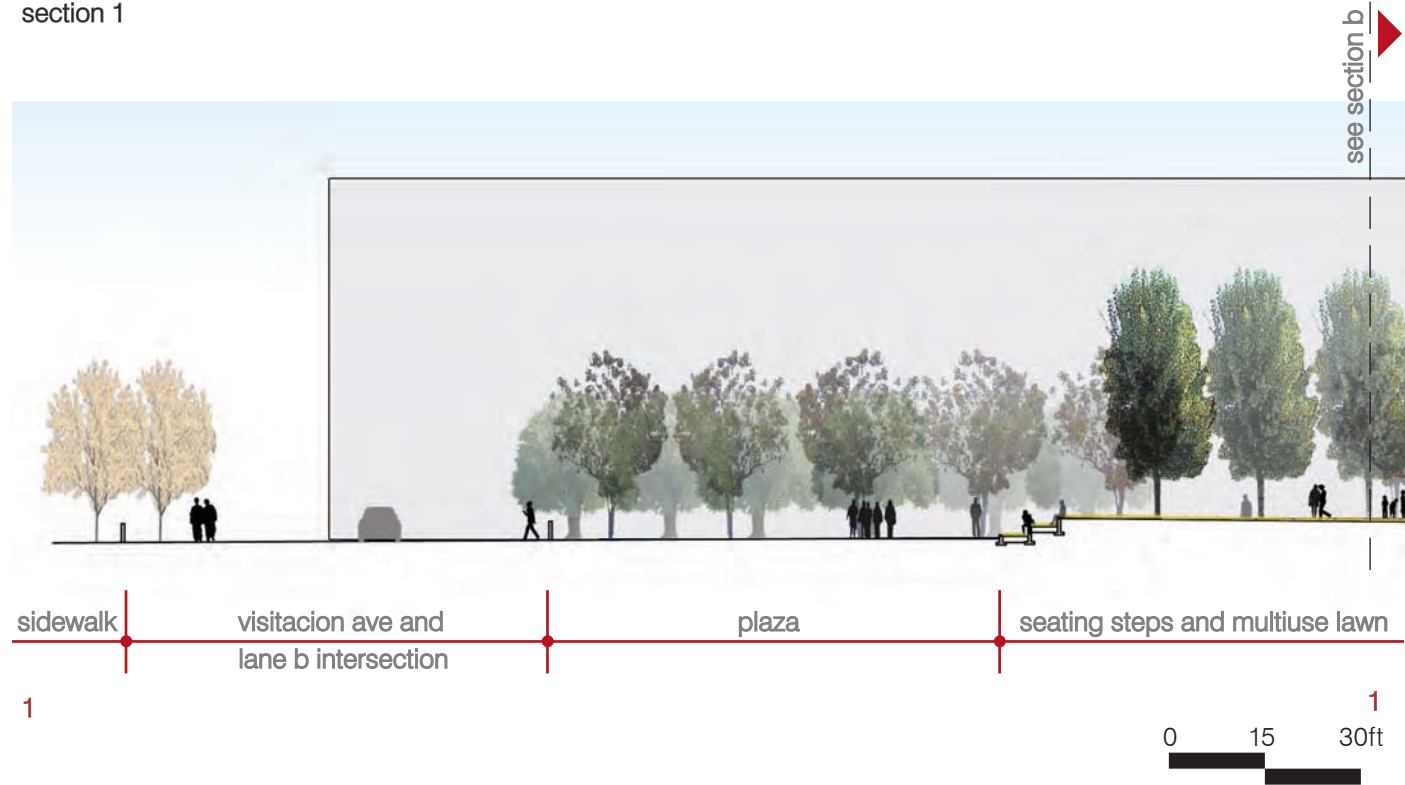
figure 28: visitacion park grading, materials, planting type, furnishing and lighting plan



overall section A-A'



section 1



section 2

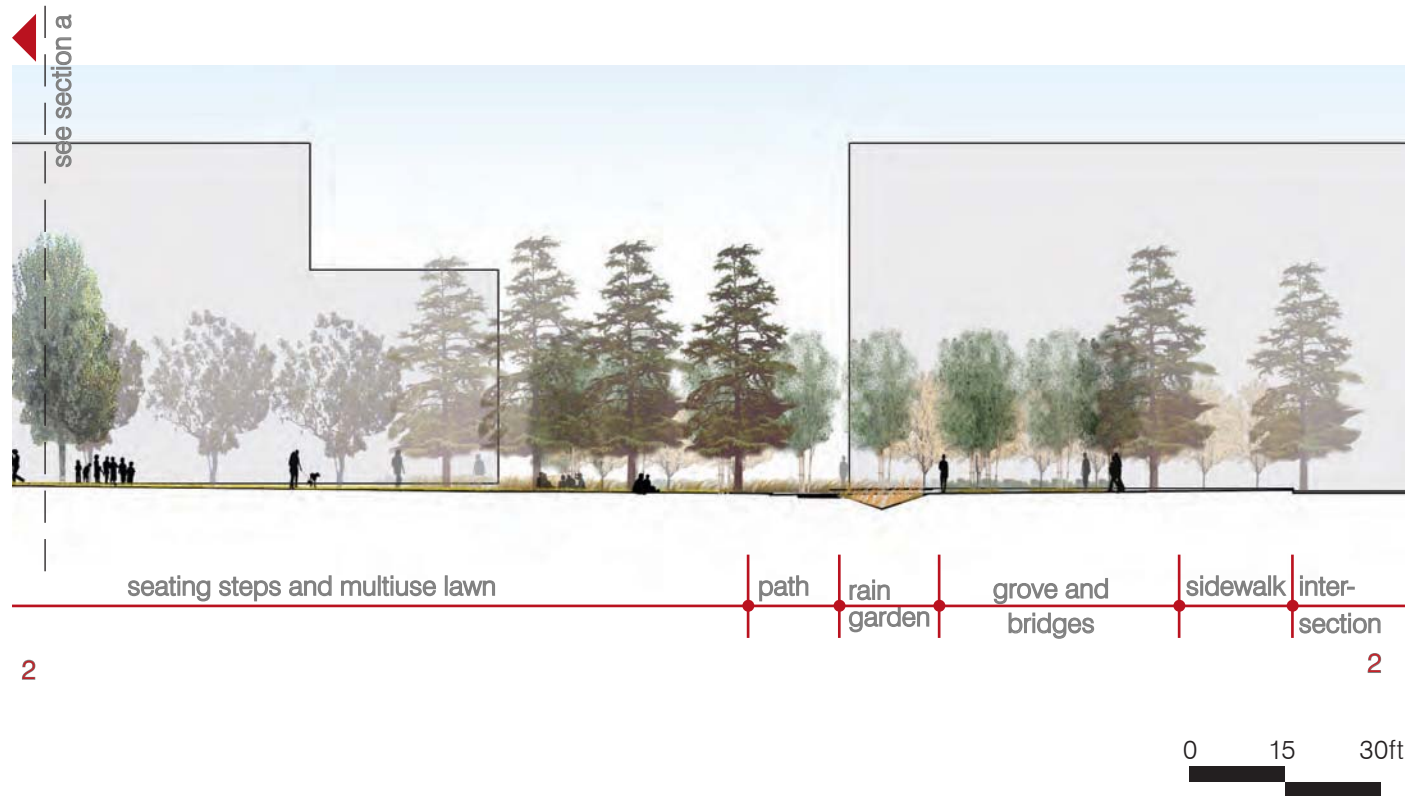


figure 29 | section A-A' Ieland park section

Visitacion Park palette



cedar or redwood



rain garden



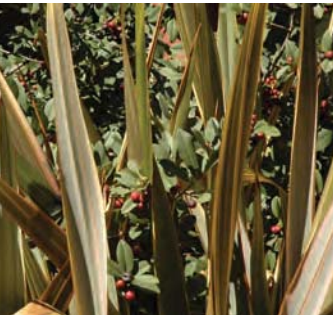
unit paver plaza



pedestrian pole light



cottonwood



park planting



step seating



recessed wall light



river birch



park planting



art seat wall



picnic table



red maple



lawn



meandering colored concrete path



playground fencing



Japanese cherry



bridges across rain garden



tot lot play equipment



bike rack

complete potential plant palette provided in section 2 s planting strategy p. 1-

Materials and Paving

- Bridge element made from composite wood shall connect the adjacent streetscape into the park.
- Special colored concrete or unit pavers shall be used for the other edges of Visitacion Park.
- The meandering path along the swale shall be built with colored concrete.
- A safety surface, in a single color (preferably matching that of the special colored concrete), shall be used for the playground area.
- Standard concrete shall be used for the curving seating steps along the western edge of the central berm.

Planting

- Visitacion Park will have a grove of River Birch with decomposed granite or similar surface beneath.
- The bioswale will be planted with rushes and grass varieties.
- At the top and bottom of the landscape berm Fremont Cottonwood & Deodar Cedar will be planted respectively to frame and provide wind protection to the lawn.

Furnishings

- Standard bike rack, trash receptacle, picnic tables, chairs, and benches shall be used.
- Single color playing structures shall be used whenever feasible. Plastic structures shall be avoided.
- Fencing around the playground shall be in metal and/or wood to match materials of other site furnishings.

Lighting

- Step lights shall be provided on the curving seating steps and at key locations of the “art wall.”
- The park pedestrian pole shall be used throughout the park, including the playground and the picnic sites.

figure 30 | perspective view key



key plan



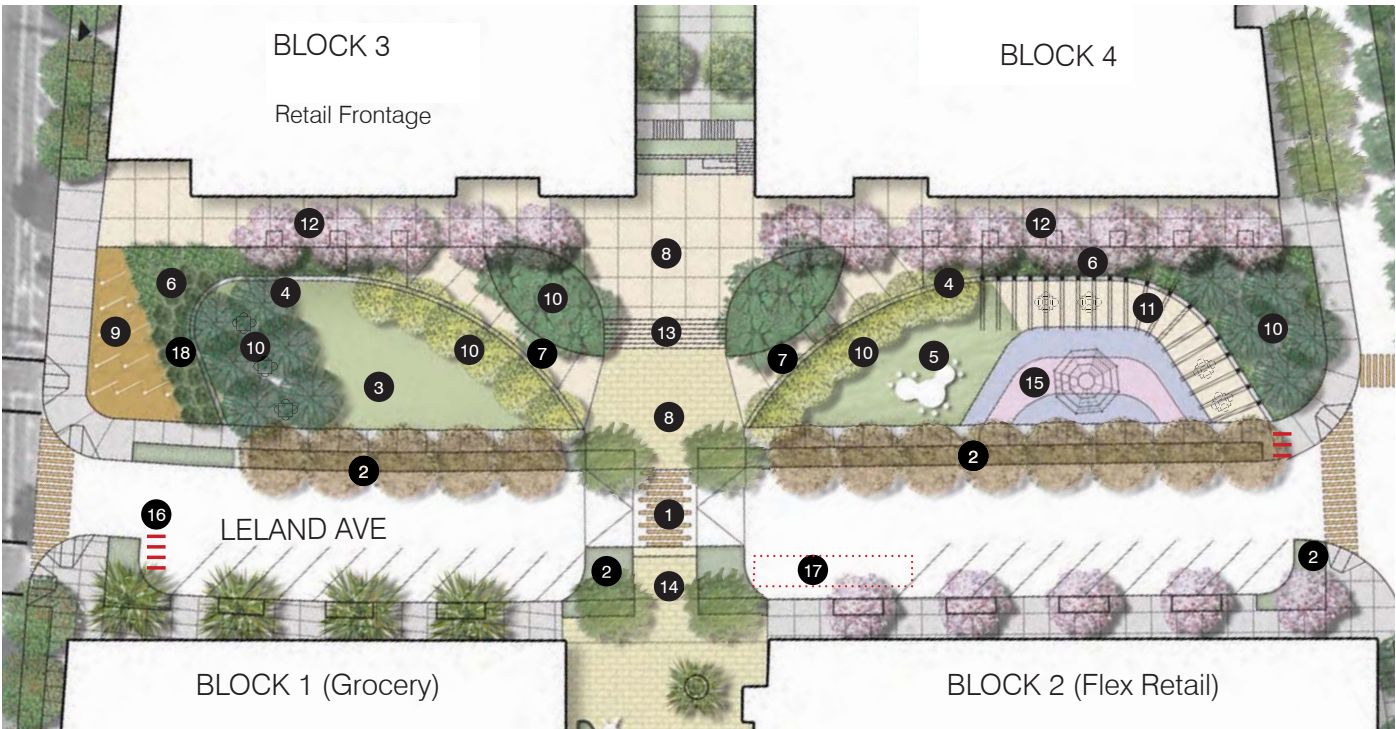
figure 31 | Leland Greenway perspective

Leland Greenway

Design Overview

Leland Greenway starts from the corner of Leland Avenue and Bayshore Boulevard and acts as a critical open space link to the existing community and existing businesses on the existing western portion of Leland Avenue. It serves as a terminus for pedestrians crossing Bayshore Boulevard. Leland Greenway will include a paved seating area, a focal wind-driven art sculpture at the Bayshore intersection, and street furnishings that may be enjoyed by patrons of the nearby retail anchor, shops or cafe. The location of this sculpture garden, paired with low shrub plantings and the absence of street trees in this area will ensure that the retail anchor will remain visible to patrons. Layers of windbreak trees and shrub provide additional wind protection to the central open space. The central portion of the park includes steps and ramps that slope down from Blocks 3 and 4 toward Leland Avenue and can serve as a venue for public gatherings and events. The eastern end of the Leland Greenway will include a play area for children and an adjacent seating area sheltered by a trellis. The trellis is proposed as a series of highly perforated metal panels potentially made from salvaged materials and planted with vines. The design will reduce the impact of the wind while maintaining to the extent possible visibility throughout and beyond the site to avoid creating a wall and causing safety issues.

figure 32: leland greenway programing and tree plan



LEGEND

- 1

raised crosswalk/ loading
- 2

street planting
- 3

multiuse lawn
- 4

seating/play wall
- 5

exploratory play area
- 6

flower gardens
- 7

sloped walk
- 8

plaza/meeting space
- 9

wind sculpture
- 10

windbreak grove
- 11

trellis/covered picnic & seating
- 12

paseo
- 13

terraced steps
- 14

bulbout for pedestrian crossing
- 15

playground /exploratory play area
- 16

bike parking
- 17

loading
- 18

windbreak shrubs
- 

italian stone pine
- 

mexican washingtonia palm
- 

brisbane box
- 

monterey cypress
- 

japanese cherry
- 

catalina ironwood
- 

river birch
- 

red maple
- 

shrubs
-

tall shrubs

The uses along the Leland Greenway change from retail in the west to residential in the east. Given this variety of frontages, the Greenway needs to serve both as an urban plaza, which supports retail visitors and as a green open space with recreational and family amenities. The specific amenities recommended for the Greenway include a wind-driven art sculpture, a windrow (a line of trees blocking wind), a plaza, terraced stairs, a play area, a trellis with seating area, and a barbell-shaped multi-use lawn areas with picnic tables and benches.

Leland Greenway Alternative

A design alternative for Leland Greenway as shown in Figure 32a is included in this plan to allow the developer flexibility as the phases of the plan develop, as well as to balance the public space opportunities with the evolving needs of retail uses along Leland Avenue. Modeled after South Park (South Park/2nd Street) or Patricia's Green (Octavia/Hayes), this alternative provides slow, 1-way streets on either side of the park that could be designed as shared streets or with lower curbs to increase the connection across the park and between the two sides of the street. 45 degree parking could be included on one side of the street to support retail tenants. It should be noted that the additional space provided to the roadway encircling the park provides more direct access to retail and other uses on the north side of Leland Avenue, but does reduce the amount of usable open space.

Should this design alternative be pursued, two critical design details would need to be further developed. First, the one-way streets would need to be detailed so as to meet requirements for Fire Department access. Second, with the Leland Greenway Alternative, pedestrian safety concerns will need to be addressed in order to mitigate traffic exposure at park access. The street grade and park design would need to be sculpted to allow for pedestrian accessibility and successful programming. While the basic form of this alternative has been reviewed by the community, additional outreach should be conducted to inform any changes in programming and amenities that may arise from selection of this configuration.

Character and Materials Requirements

The Leland Greenway is designed as a series of public gathering spaces; thus the planting is designed for visibility. As at Visitacion Park, the meandering seat wall engages these spaces and becomes an iconic

figure 32a: leland greenway alternative scheme

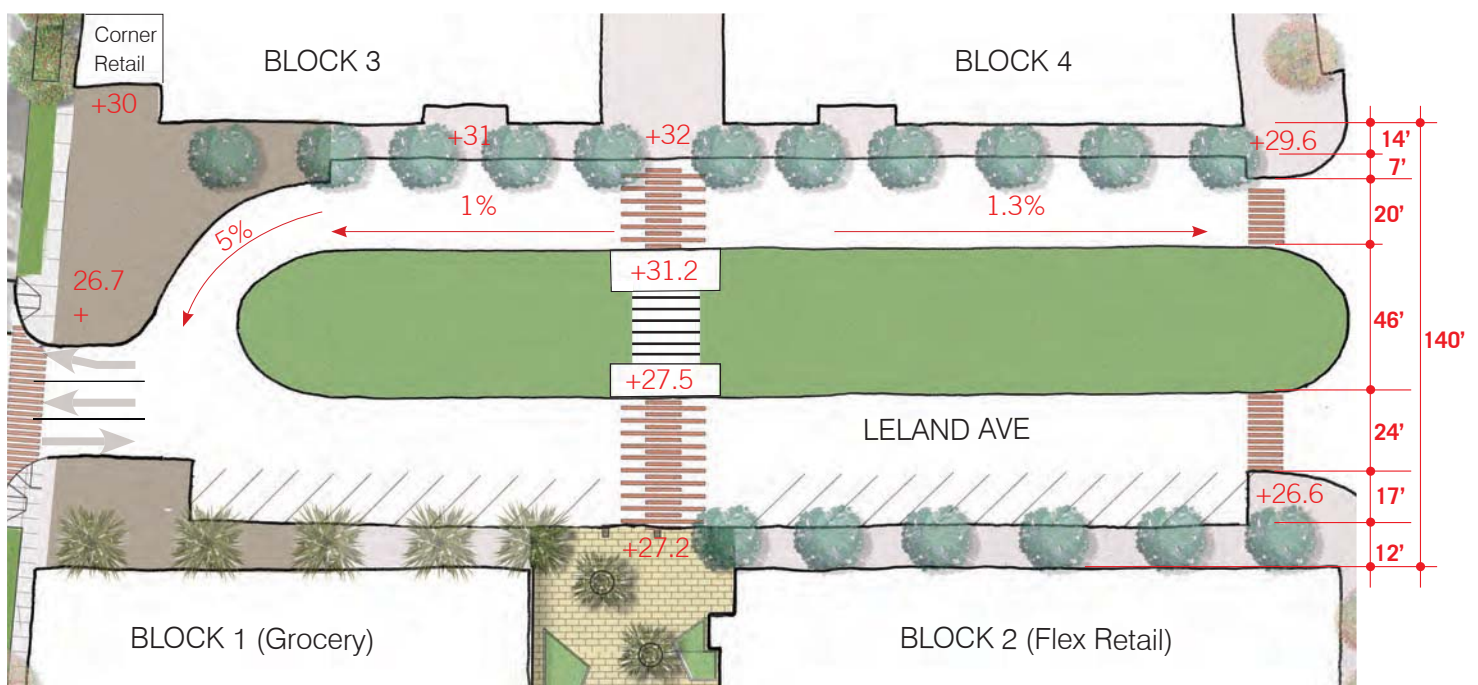
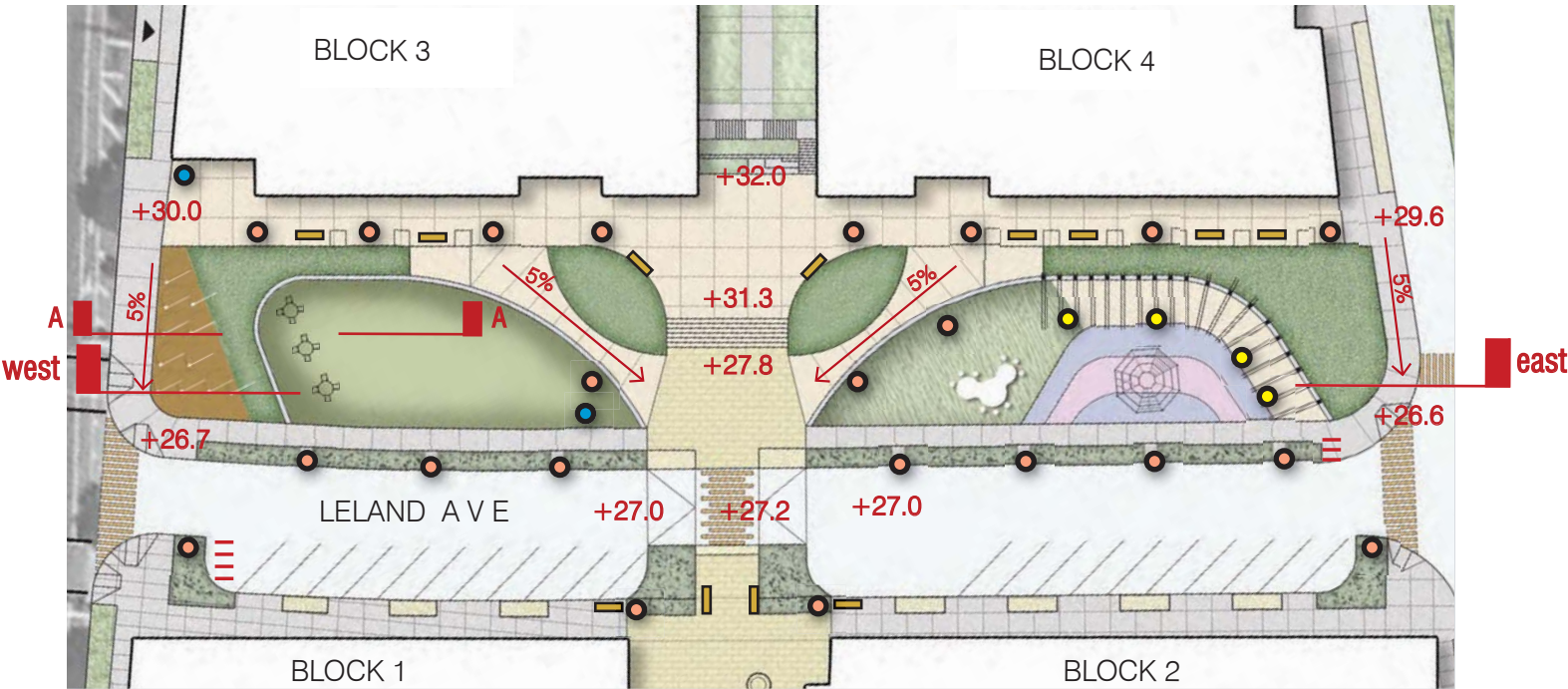




















figure 33: leland greenway grading, materials, planting type, furnishing and lighting plan



LEGEND

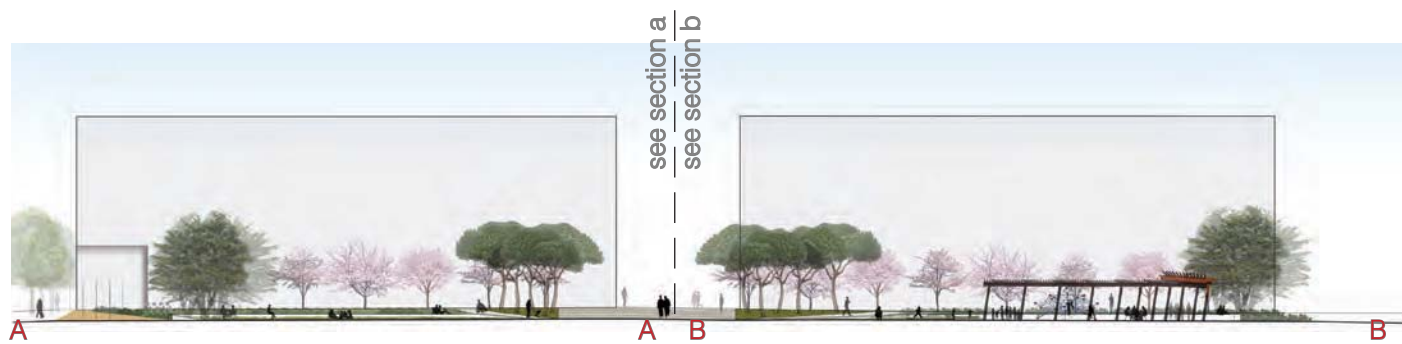
- | | | | |
|------------------------------------------------------------------------------------|-------------------------------|-------------------------------------------------------------------------------------|-----------------------|
|  | colored concrete path |  | trellis |
|  | unit paver |  | wind sculpture |
|  | playground surface |  | park pedestrian light |
|  | unit paving at sidewalk |  | trellis down light |
|  | park planting |  | trash can |
|  | street planting |  | bench |
|  | lawn |  | bike rack |
|  | bioretention cells | | |
|  | picnic table | | |
|  | seat wall with recessed light | | |
|  | no mow lawn | | |

Note: See Leland Street Section (Figure 48 on p.80) for information on streetscape material

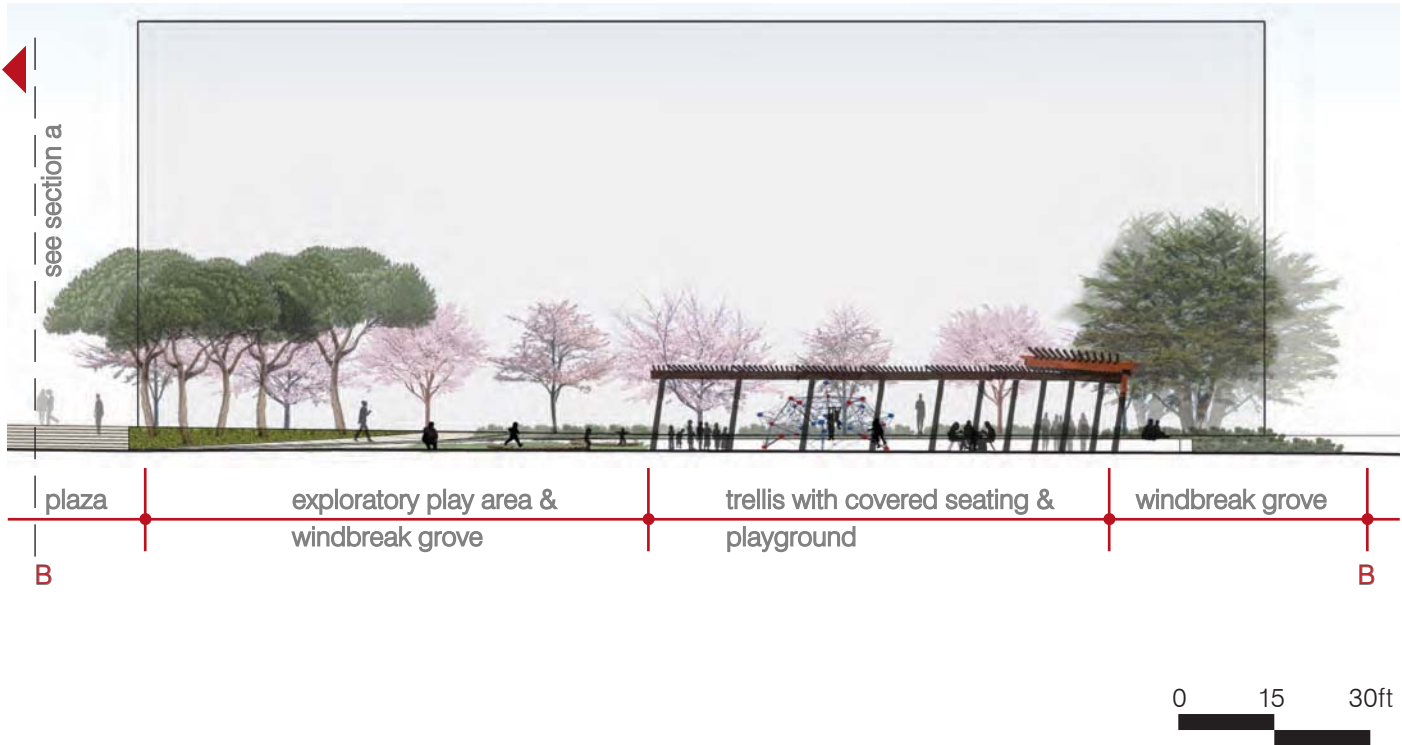


figure 34 | Leland Park section

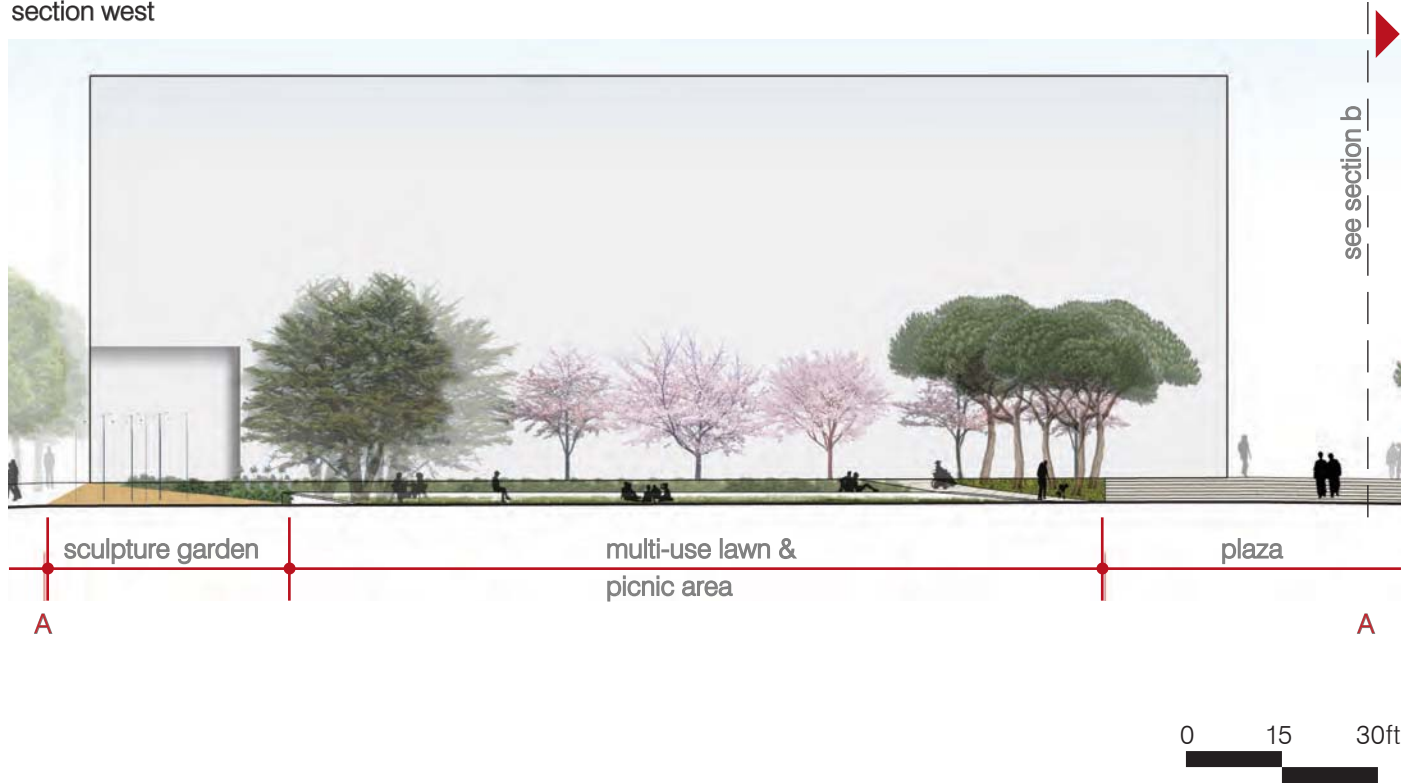
overall section



section east



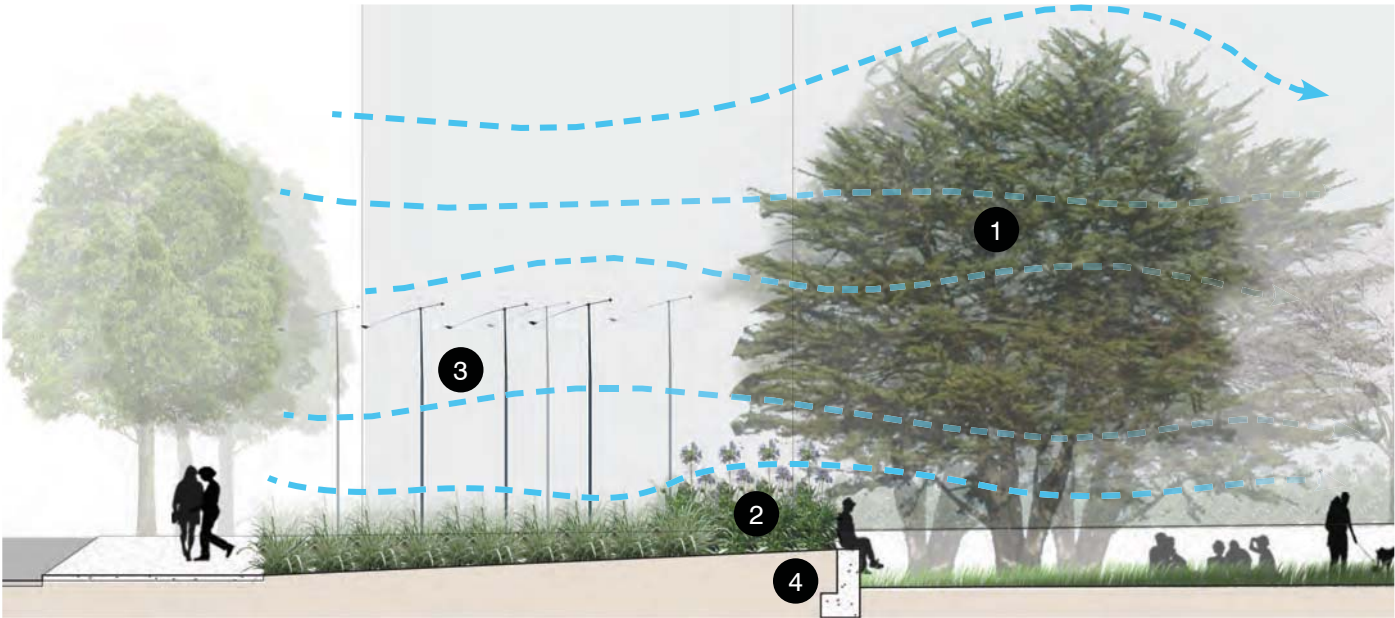
section west





key plan

figure 34A | Leland Park section A



LEGEND

- 1 windbreak grove
- 2 windbreak tall shrubs
- 3 wind sculpture
- 4 seating/play wall



Wind Ensemble/ Doug Hollis

expression of neighborhood character. An art element may be applied or designed as integral to the design of the seat wall.

The selection of materials and furnishings for the Leland Greenway is as follows:

Recommended Public Art Features

- Art Element to Seat Wall—Refer to the Visitacion Park section (page 43) for details.
- Shade Trellis—A custom-designed trellis structure made with materials that celebrate the past, present and future of the site and provide wind protection.
- Sculptural Art Element—Located near Leland Avenue and Bayshore Boulevard, this focal/gateway element shall be designed to be an expression of the multitude of cultures that inhabit Visitacion Valley and/or the local wind conditions.
- Exploratory Art Element- An whimsical art piece that engages children to play and explore.

Potential Stormwater Management Strategies

Bioretention cells are planting area capable of withstanding short-term inundation from stormwater. Like the other swale/ stormwater detention areas, it will collect, detain, and cleanse water from Leland Ave to slowly release it into the standard stormwater system after 24 hours.

Prevailing Wind Management Strategies

There will be a three step approach to dealing with northwest prevailing winds at Leland Greenway as shown in figure 34A. The first is to gently berm the earth 18"-2' high, to be retained with a concrete seat/art wall. Secondly, low windbreak shrubs will be planted at the top of the berm, creating a 3' - 4' high wind protected area for seating on the multi-use lawn at the base of the seatwall. Finally, Monterey Cypress trees, which will grow to be at least 25' high, will be planted to form a larger windbreak to dissipate the wind for park areas to the east. A wind sculpture, along with carefully located trees, would be a functional amenity which grows out of the environmental conditions of the site.

While it is important to shelter park users from the prevailing winds, it is equally important to maintain visibility for security and to insure the success of the retail on Leland Avenue. Sculptural Art Element—Located near Leland Avenue and Bayshore Boulevard, this focal/gateway element shall be designed to be an expression of the multitude of cultures that inhabit Visitacion Valley and/or the local wind conditions.

- Exploratory Art Element- An whimsical art piece that engages children to play and explore.

Potential Stormwater Management Strategies

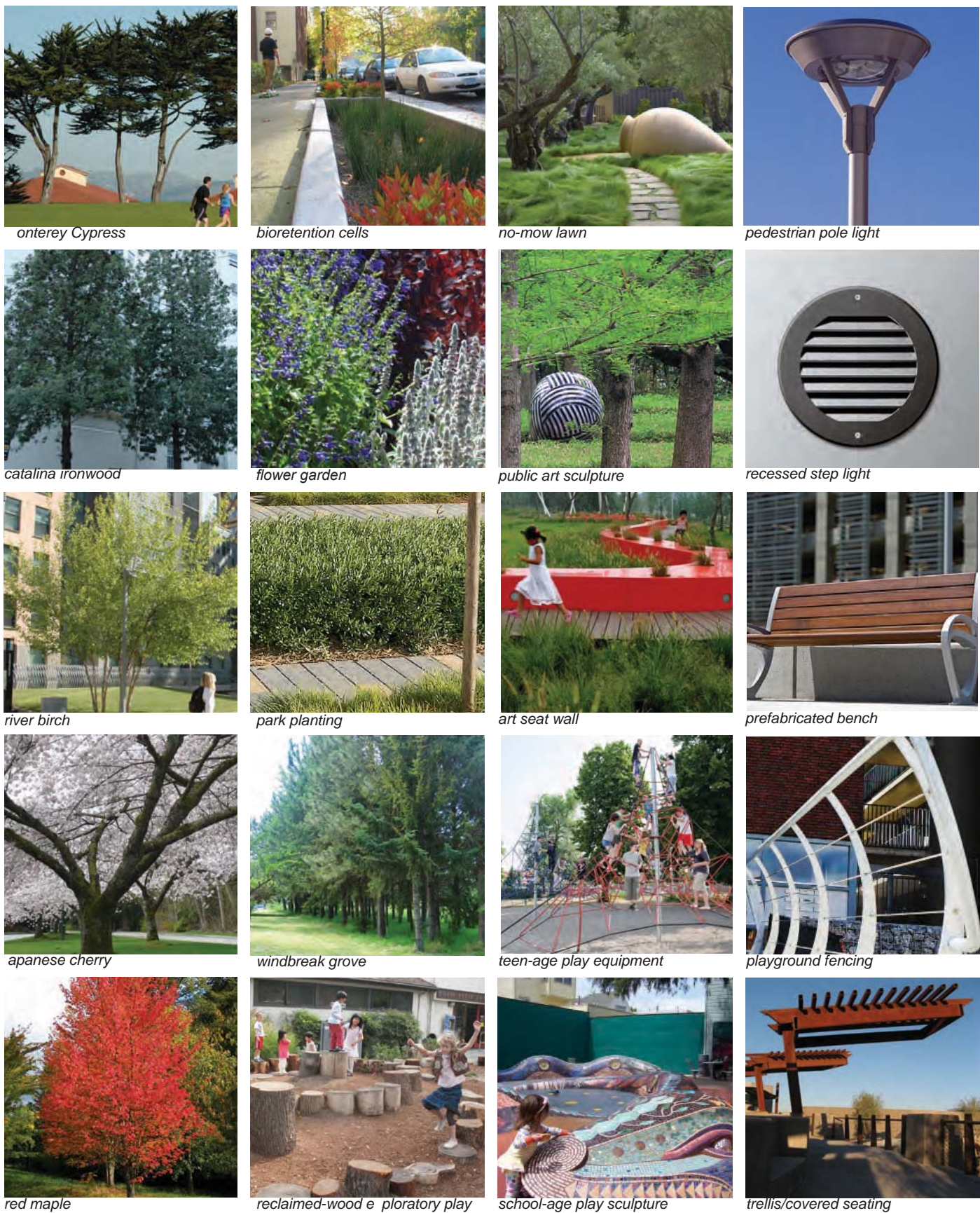
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Prevailing Wind Management Strategies

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While it is important to shelter park users from the prevailing winds, it is equally important to maintain visibility for security and to insure the success of the retail on Leland Avenue.

Leland Greenway palette



Materials and Paving

- Unit pavers matching the unit pavers used in Visitacion Park, shall be used on the plaza at the intersection of Lane B mews.
- Color concrete matching the color concrete used in Visitacion Park shall be used at ramp, stair and residential porch in front of Parcel 3 & 4.
- A safety surface, shall be used for the play area.
- Decomposed granite or colored concrete, tan in color, shall be used for all the interior pathways in the Greenway.

Planting

- A backbone of evergreen shrubs shall shelter additional plantings of flowering perennials.
- All understory planting should be less than 3 feet in height and maintain clear sight lines.
- Palm trees will mark the Lane B mews into the Greenway

Furnishings

- Standard bike racks, trash receptacles, picnic tables, chairs, and benches shall be used.
- Sculptural structures for passive playing activities shall be used; ideally plastic ones shall be avoided.
- Trellis and seating area shall be on one side of the play area.

Lighting

- Step light shall be provided at key locations of the seat wall (art wall).
- Park pedestrian poles throughout the Leland Greenway shall be frequent enough to meet safety levels.
- Special downlights shall be used on the trellis.

figure 35 | Perspective Key



key plan



figure 36 | Blanken Park Alternative and Old Office Building Plazas Perspective

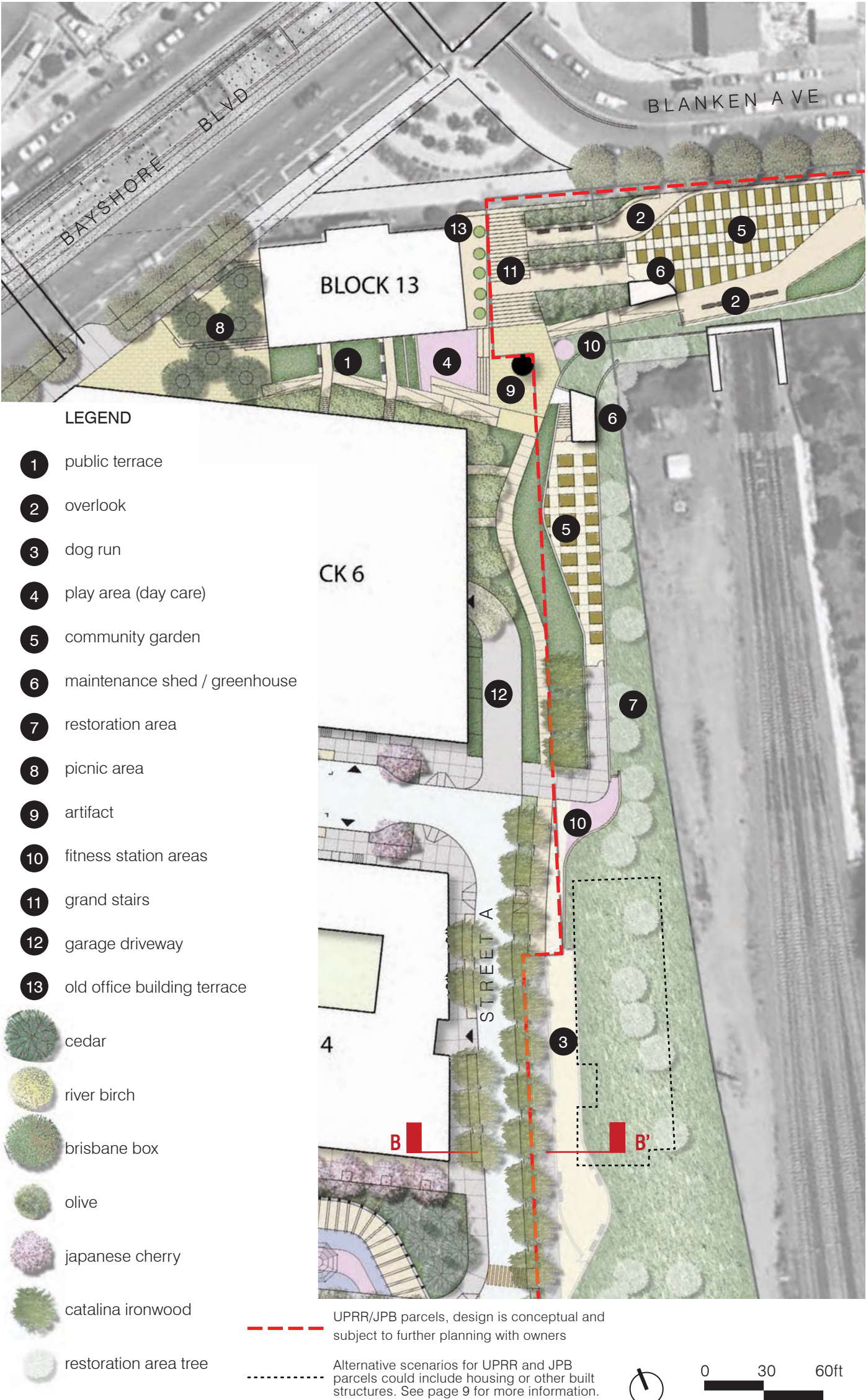
Old Office Building Plazas and Blanken Park Alternative

Design Overview

Alternatives for Blanken Park and the Old Office Building Plaza, could form one of the Plan Area's main parks. Together, they could serve as the terminus and gateway to the Plan Area's open space system. The Blanken Park alternative concept depicted in this document does not preclude other uses allowed, as-of-right or with a conditional use, by the underlying M-1 zoning on parcels 5087/004 and 5087/005 owned by UPRR or the JPB, respectively. Changes in height, zoning or use on all maps in this document depict only one of several conceptual alternatives and are subject to further planning with the property owners.

Blanken Park is located at the corner of Blanken Avenue and Tunnel Road, above the railroad tunnel located on the northeast corner of the Plan Area and extending south between the west side of the tracks and the east side of Parcel 6. The open space above the tunnel presents some limitations and some unique opportunities given its on-structure condition. It has loadbearing capacity restrictions and some recreational programs are incompatible with railroad safety, but it is also the only portion of the Plan Area where food production

figure 37: Old Office Building plaza and Blanken Park Alternative programming and tree plan





(above) figure 38 | Old Office Building grading diagram

may be possible. Two separate enclosed areas for community gardens above and adjacent to the tunnel are proposed. Additionally, these sites have not yet been tested for potential contaminants that may restrict food growing. It is important to note that Blanken Park is not within the Schlage Lock Developer's ownership, thus it is potentially subject to additional restrictions imposed by JPB and UPRR, its current owners.

The design of the area above the tunnel is a resolution of request by the community for food-growing opportunities, and requests for this area to be accessible to all members of the public, with a public viewing terrace and a generous walkway to connect the park to Little Hollywood. If the community garden is determined as infeasible, unpopular or impractical to the community or property owners, this area shall be redesigned to accommodate a fully public program. The walkway ramps down to one of the plazas, then continues as a more gentle slope between the southern community garden and the stoops and landscaped edging Parcel 6. The building parcels along the tracks between Raymond and Leland Avenues are designated as open space: buffer planting and security fencing along the tracks with fitness stations and a small fenced dog run. The slope treatment from the security fencing down to the tracks is recommended to be a vegetated reinforcement system, to appear as a planted slope, per community preferences. Further design study will confirm whether this approach is feasible.

Plazas comprise the open spaces directly surrounding the OOB. The triangular plaza area north of the OOB was recently rebuilt by MUNI, and is not part of the Plan Area. Because the building is built into the slope, as shown in Figure 38, there are significant grade changes that required careful study to best design for the needs of circulation, indoor/outdoor programming, and sight lines. The solution proposed is a cascading series of terraces and ramps. These spaces will be intimately linked to the future OOB program and redevelopment, and will need further refinement during later design when the ultimate programming for the OOB is more clear. These terraces and spaces are as follows:

- The triangle "Bayshore Plaza" on the west side of the OOB is perfect for a generous bus-stop area and outdoor seating.
- A series of lawn or plaza terraces between the OOB and the residential Parcel 6 could be programmed for outdoor classrooms, day care play, or other uses associated with the OOB.
- A generous stairway, with adjacent terraces connecting landing to sidewalk grades, acts as both gateway and terminus to the Schlage Lock site, leading to a central plaza area below, at the crossroads of pedestrian paths connecting into the greater community. The foot of the stairs is proposed as location for artifacts from the historic Schlage Lock factory or the railroad. This central plaza will also be the "trailhead" for a series of fitness stations along the Street A corridor. The stairs could also be used as part of a comprehensive fitness program.

figure 39: Blanken Park Alternative grading, materials, planting type, furnishing and lighting plan

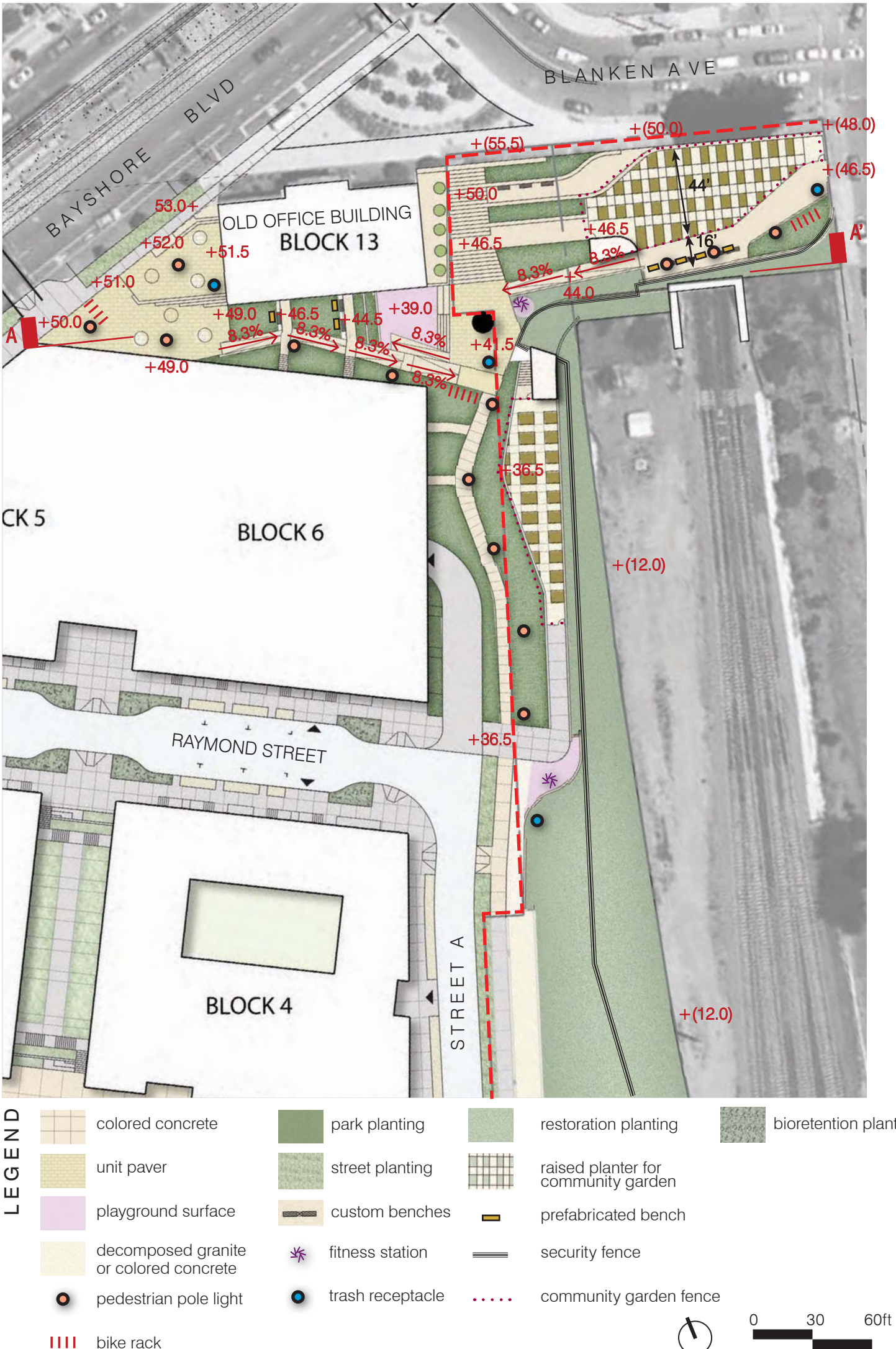
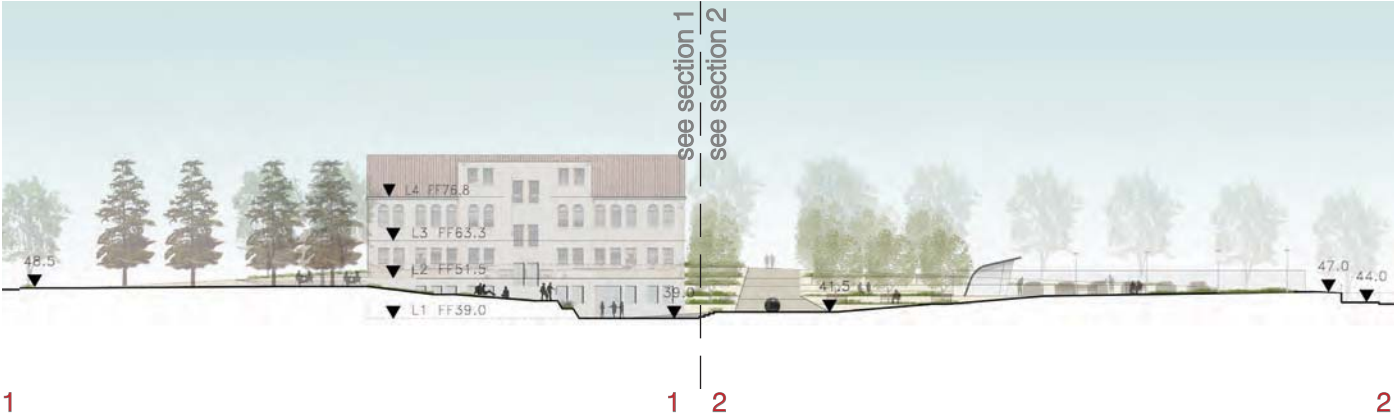


figure 40 | section A-A' Blanken Park Alternative section

overall section A-A'



section 1-1



section 2-2



Note: See Raymond Ave Street Section (Figure 60 on p. 92) & Street A Section (Figure 49 on p.82) for information on streetscape material

Palette for Old Office Building plazas and Blanken Park alternative



cedar



restoration planting



fitness station



pedestrian pole light



catalina ironwood



rain garden/stoop planting



public art



recessed step light



river birch



park planting



dog run



prefabricated bench



southern magnolia



raised planters



grand stair



playground fencing



red maple



vegetated reinforced slope



playground surfacing



security fencing

complete potential plant palette provided on pages 1- .

figure 41 | section B-B' Dog Run Park section



- Seating and paths along and above the tunnel, as well as seating/picnic terraces adjacent to the stairs take advantage of panoramic views from the stairs.

Character and Materials Requirements

The character of the Blanken Park/OOB Plazas is dictated in great measure by the aesthetics of the OOB itself and the railroad, both visually prominent in the space. The character of these spaces should capture the essence of the Schlage Lock factory era and the robustness and industrial character of the railroad, while providing special community amenities as shown in Figure 38.

Recommended Public Art Features

- Salvaged Elements from the Schlage Lock Factory: Reused, reinterpreted salvaged elements from the Schlage Lock factory in the plazas; and/or interpretive signage describing the original location and function of each element.
- Fence Enclosure: Custom-designed fence for the community garden areas, including gate and tools shed

Potential Stormwater Management Strategies

Rain gardens may be interspersed throughout the planting area of the park to accommodate treatment needs. Also, there is the

potential to capture rainwater from the roof of the OOB into a cistern, and highlight this as an educational feature. This will be further studied during later programming and design of the OOB remodel.

Materials and Paving

- Decomposed granite, unit pavers or colored concrete shall be used on community gardens.
- Colored concrete shall be used on the OOB plaza terraces if they are used for outdoor classrooms, and in the conceptual Blanken Park alternative overlook area.
- Pathways and ramps are proposed with colored and standard concrete.
- Retaining walls are proposed to be vegetated, with reinforced slopes.

Planting

- A bosque of olive trees is proposed on the terraces near the grand stairway.
- The main planting typology of this area is the park planting, which includes midsize canopy trees such as deodar cedar, catalina ironwood, and river birch and an understory that can sustain shade.
- The buffer planting in this area is recommended with the use of coast live oak and drought-tolerant shrubs planted in soft curving patterns.
- Lawn or no-mow lawn are optional materials instead of colored concrete for the OOB plaza terraces, if it is more appropriate once the building's program and interior design is further developed.

Furnishing

- Standard bike racks, trash receptacles and benches shall be provided.
- Custom picnic tables and chairs, ideally designed by local artists or artisans, are recommended.
- Steel handrails with simple lines shall be used, providing timeless aesthetic.

Lighting

- Step lights shall be installed on the grand stairway.
- Park pedestrian light poles shall be installed throughout the Blanken Park alternative design and Plazas.
- Wall-mounted downlights shall be installed on the terraces between the OOB and Parcel 1B.



streetscape
design



section 4

streetscape
design

This section describes the streetscape designs for the Plan Area. The overall streetscape hierarchy, right-of-way dimensions, and the landscape concept and character for each street type are described and materials palettes (paving, planting, furnishings, lighting, art features) are recommended. This section builds upon the sitewide strategies and plans found in Section 2.

overall streetscape master plan

The overall design concept for the streetscape in the Open Space and Streetscape Master Plan, as seen in Figure 42, encourages a highly walkable and pedestrian-friendly environment, with stormwater management wherever feasible, and conveys a unique character reflective of the Plan Area’s locale. This is achieved by using accent paving materials strategically; proposing trees and other planting for shade, texture, color, wind protection, and visibility; and providing adequate lighting levels to assure safety. Pedestrian routes through the Plan Area is a major consideration for many of the major design moves. The seat wall/art wall/green wall connects Leland Greenway down through Street A to the Visitacion Park and toward Brisbane. The pedestrian pathway between Parcels 1&2 also highlight this connection and enhance the pedestrian experience between Leland Greenway and Visitacion Park. Street A’s staggered line of red maples note this street as a north-south pedestrian route.

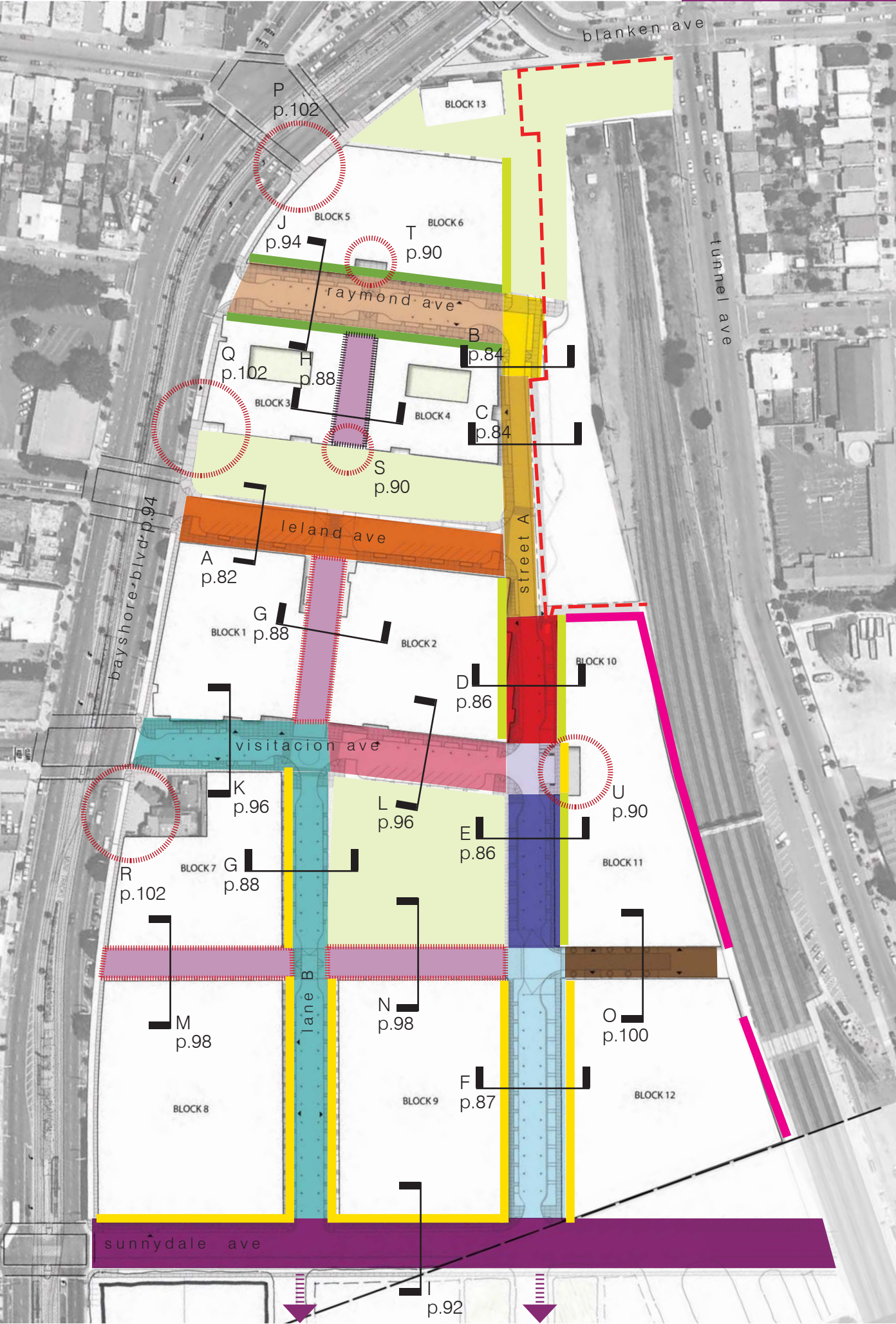
Streets will be consistent with the intent, character, and spatial proportions of the street sections for mixed-use and residential streets shown in the D4D. Sidewalk widths in mixed-use areas will support restaurant and retail uses. Streetscapes on residential blocks will also create buffers from the vehicular traffic through landscaping, building setbacks or raised building entrances.

Vehicular circulation is organized to connect to the existing hierarchy of surrounding city streets. The Plan will extend Leland Avenue as the primary pedestrian entrance and retail spine of the development across Bayshore Boulevard. Visitacion and Sunnydale Avenues will also continue across Bayshore Boulevard into the Plan Area, serving as the primary vehicular entrances into the Plan Area. There will be two new north-south streets, Street A and Lane B, connecting the Plan Area to the future Brisbane Baylands development to the south. The street hierarchy and associated setbacks are shown in Figure 43.

figure 42: overall streetscape master plan



figure 43: streetscape hierarchy



LEGEND

53.5' R.O.W.

74' R.O.W.

66' R.O.W.

60' R.O.W.

55' R.O.W.

54' R.O.W.

58' R.O.W.

35' R.O.W.

56' R.O.W.

64' R.O.W.

alley

pedestrian pathway (on-structure) publicly accessible

pedestrian pathway (on structure) publicly accessible during daylight hours

64.5-65.5' R.O.W. varies

6.5' setback

0-5' setback

0'-8' setback

10' setback

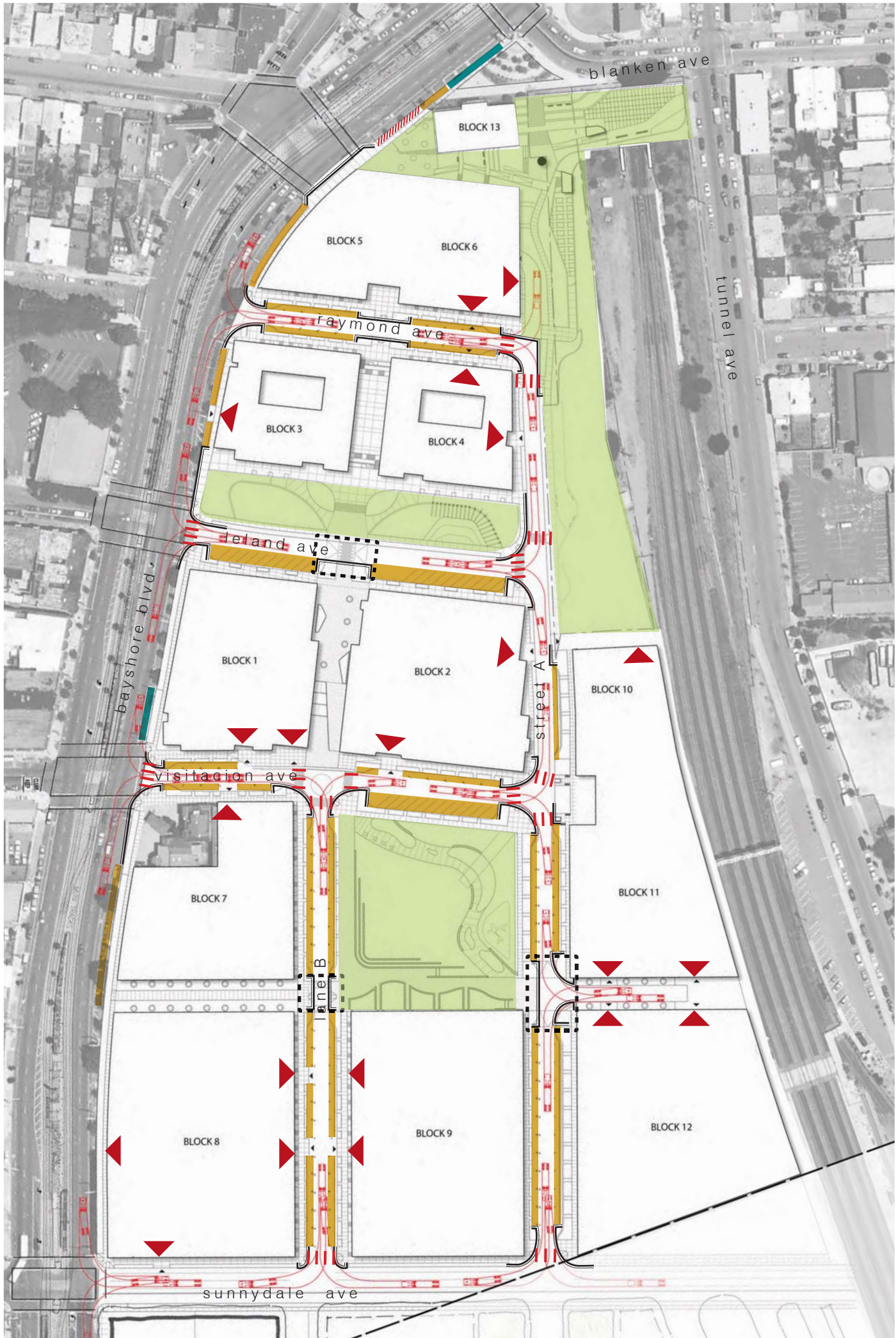
future street extension

blow-up plan

Visitation Valley OSSMP

73

figure 44: overall circulation requirements



- LEGEND**
- bulbouts
 - raised crossings
 - painted crossings
 - emergency vehicle turning radius
 - street parking
 - driveway cut
 - 60' long firetruck access zone
 - bus stop

overall circulation requirements

In addition to the priority placed on creating a pedestrian-friendly environment, the needs of residents and commercial visitor vehicles, cyclists, loading, and emergency vehicles were all considered in the development of the streetscape designs. Residential driveway access points are kept to a minimum, and located off of alleys or lower traffic points where possible. Given that the east-west streets are not through streets, and that the north-south route is better served by Bayshore Boulevard, it was determined during the Design for Development that designated bike lanes were not necessary on-site. Instead, traffic calming measures are incorporated to create a safe totally shared environment for cyclists sharing the streets. As part of the process of developing this plan, bike lanes were incorporated into the Sunnydale Avenue streetscape as a neighborhood connecting link to the Caltrain station; Sunnydale Avenue now reflects this (see Figure 59, page 91). Commercial loading is expected to be primarily served in off-street loading docks. However, on-street parking stalls may be also time-controlled to allow for off-hours or quick-delivery loading access, as well as residential loading.

Emergency Vehicle and Accessibility Requirements

Site curb radii used in the plan, and shown in Figure 44, are primarily set at a radius of 10-feet per the recommendation of the San Francisco Municipal Transportation Agency (SFMTA). Exceptions to this design standard include locations at bulb-outs, or where parallel parking is not provided.

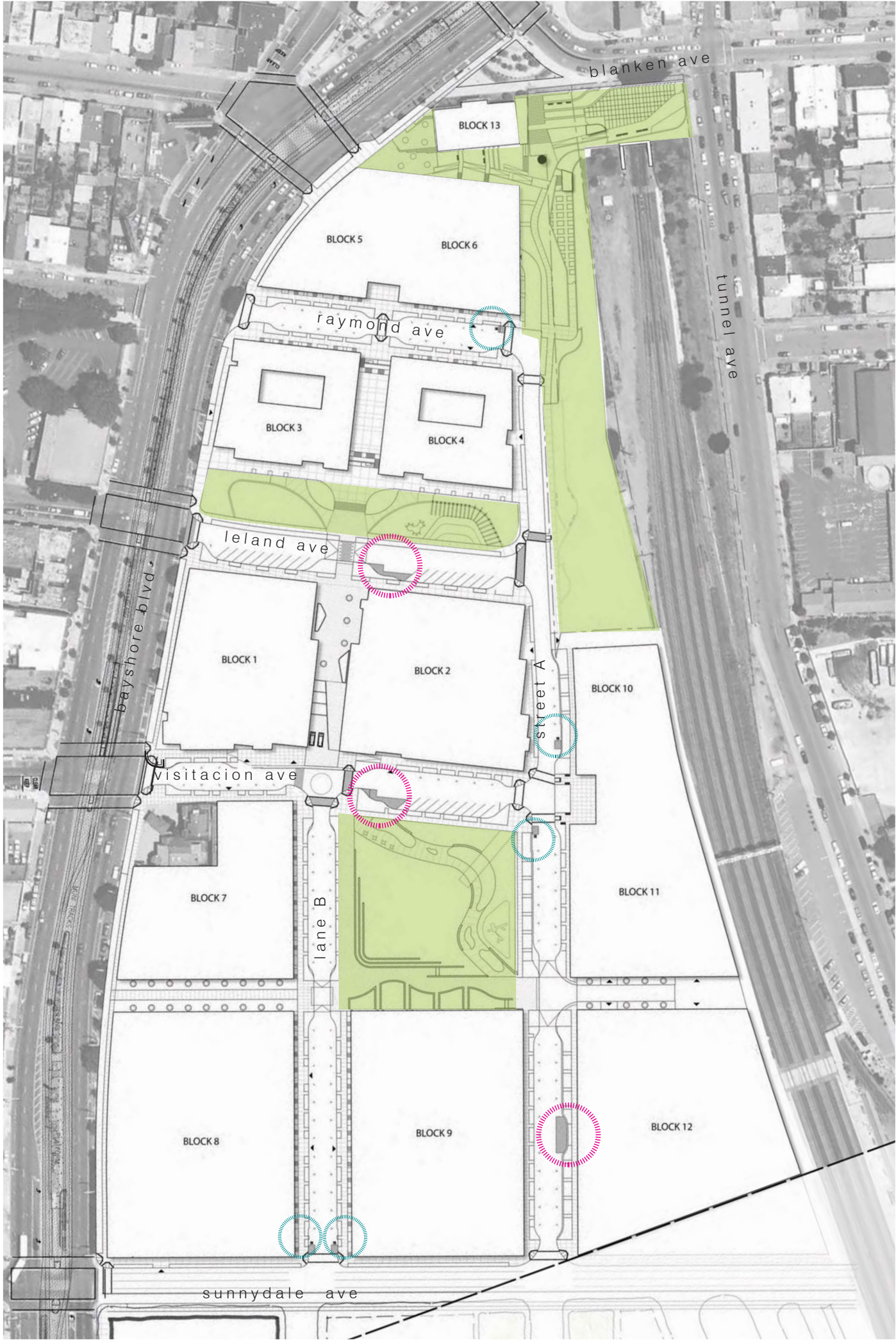
Several other issues are still under City review for coordination. The San Francisco Fire Department has expressed some concerns about raised crosswalks, bulb-outs, maneuverability, and potential impacts on emergency response. The frequency and location of fire hydrants may be part of a compromise solution. Some design elements may change as City departments reach agreement on solutions that meet all the goals of the planning effort. The City is also reviewing and coordinating policy on parking access strips (2' walkway zone adjacent to parking when there is ground level planting along sidewalks); permeable pavers and accessibility concerns; raised crosswalks and overland flow requirements; and use of pavers in tree pits. These elements proposed in the plan should be confirmed against current City policy during construction documentation.

MTA and the Mayor's Office on Disability were consulted on accessibility route requirements. There is a short portion of sidewalk on Bayshore Boulevard between Raymond and Arleta Avenues that exceeds 8%, but this is acceptable because it is following the street's grade and entrances here would be accessible. The stair cases between Parcels 3&4 would not be accompanied with adjacent accessible ramps. The rest of the Plan is designed so all public spaces are accessible by Americans with Disabilities Act standards. Design team shall continue coordination with San Francisco Department of Public Works during detailed design phase to ensure all sidewalks, accessible parking and loadings comply with American with Disabilities Act and City Accessibility Policy. It is also important to note that Caltrain requires at-grade vehicular access to the tracks.


Parking

On-street parking is provided throughout most of the Plan Area, as shown in Figure 44. Exceptions include portions of Street A north of Leland Avenue and the north side of Leland Avenue (see Figure 48). Certain segments of Bayshore Boulevard will also not have on-street parking due to constricted right-of-way widths. In addition, parking is not included on Sunnydale Avenue since the future light-rail extension lane of the T-line will follow the southern edge of Sunnydale to connect to the Bayshore Caltrain Station. Parking requirements for the residential and retail needs will be met by garages inside all buildings (except under the OOB).


figure 44a: accessible parking & passenger loading



LEGEND



accessible passenger loading



accessible parking

Accessible Parking and Passenger Loading Requirements

On street accessible parking will be provided throughout the site as suggested in Diagram 44a. The total quantity of on-street accessible parking will be 4% of the total quantity of on-street site parking. Accessible passenger loading is also provided at locations of the highest pedestrian activities such as Leland Park, Visitacion Park, and Block 12, which has the highest density.



figure 45 | bulb-out

Traffic Calming

As a transit-oriented development with multiple non-through streets with low traffic volumes, the Plan Area presents great opportunities to be a model site for a pedestrian-oriented environment, and for implementation of the guidelines in the City’s Better Streets Plan. The following strategies have been incorporated into this Plan where appropriate.

Bulb-Outs and Curb Radii

Adding bulb-outs (also known as curb extensions) and minimizing curb radii at intersections to reduce the width of vehicular roadway where pedestrian must cross (see Figure 45). Such traffic calming solutions also visually narrow the vehicular zone for drivers, who tend to reduce speeds in response. Bulb-outs will be strategically added along Bayshore Boulevard at intersections where there are currently a wider drive lane, or a striped shoulder (see Figures 62, 63, and 64). Curb radii have been generally kept to 10 feet, per SFMTA recommendations for low-traffic streets.

Raised Crossings

Raised pedestrian crosswalks are another traffic-calming strategy incorporated in the plan. Raising the crosswalk serves the purpose of highlighting pedestrians in the vehicular traffic zone, as well as acting as speed bumps to slow vehicles (see Figure 46). A raised crosswalk is included on the middle of Leland Avenue and at the east-west pedestrian street crossings.

Lane Width

Keeping traffic lane widths to a minimum helps to slow traffic speeds by visually and physically narrowing the roadway. Generally, traffic lane widths are per SFMTA recommendations for low-traffic streets, at 10 feet. Leland Avenue has 12-feet-wide lanes to accommodate the needs of back-in, angled parking.



figure 46 | raised intersection

figure 47: caltrain station access



- LEGEND
- route 1

route 2

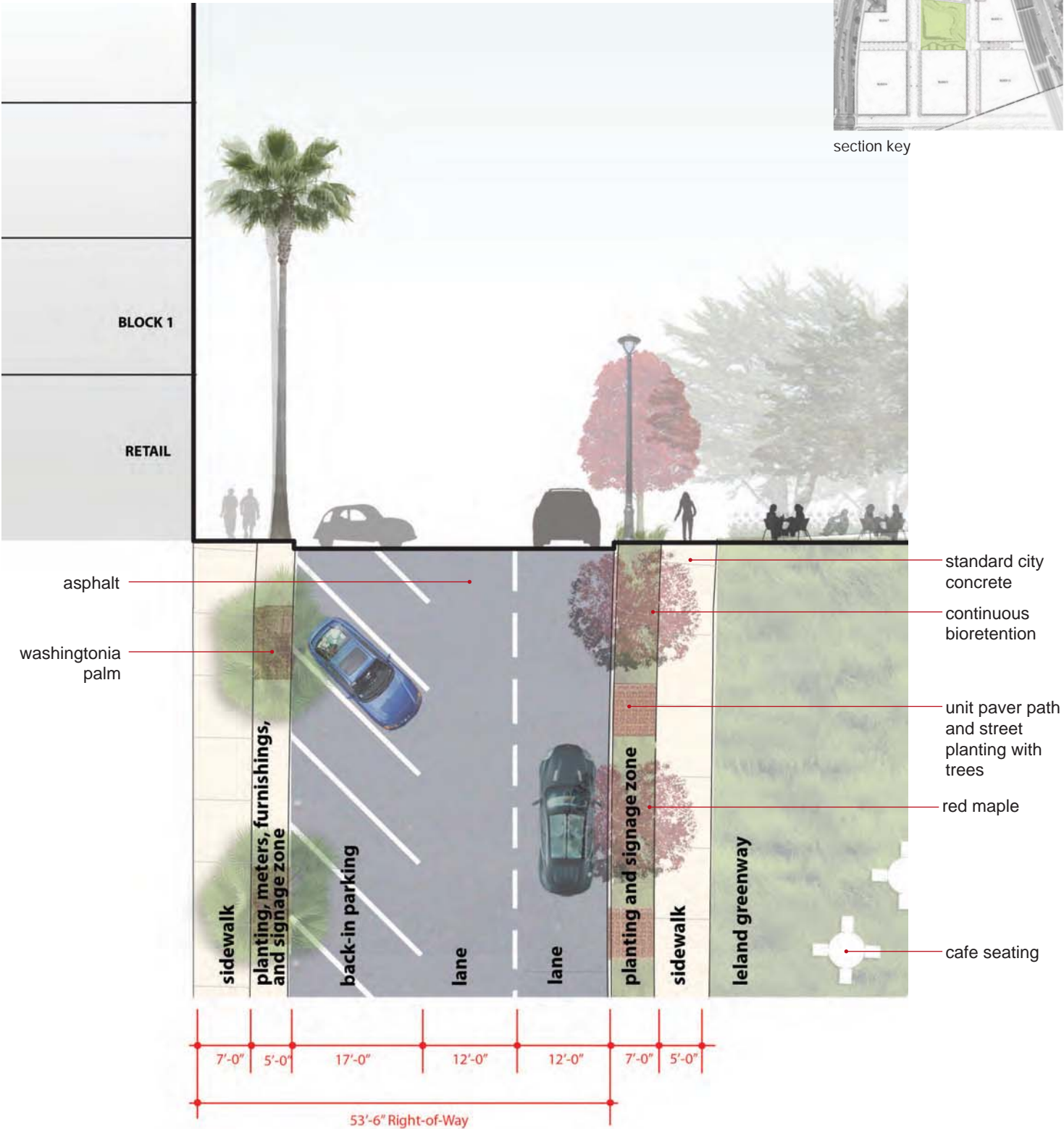
point of entry

Caltrain Station

caltrain station access

Pedestrian access to the Caltrain Station will be maintained at all times. At buildout, street and sidewalk improvements which encourage pedestrian use will be provided throughout the site. During construction, temporary pedestrian access to the station will be provided on Leland Avenue, Visitacion Avenue and Street A. Street A will then connect through the alley between Block 11 and 12 to a fenced, temporary 6 foot wide by approximately 60 foot long asphalt pathway within a temporary Block 12 easement, adjacent to the JPB right of way, pending coordination and approval by the JPB. This asphalt path will lead to an existing gate on the western platform of the Bayshore Station. If, during the construction of Blocks 11 and 12, it is not feasible to provide access through the alley, the pathway will be relocated to Sunnydale Avenue. This will require a temporary agreement with the City of Brisbane during the construction period. Temporary and permanent lighting will be provided to maintain safety as necessary along the pathway at all times.

figure 48: section A: leland ave at retail



Leland Avenue (Figures 48)

Leland Avenue extension is the main pedestrian entry point to the new development and a direct connector to the heart of the existing Visitacion Valley neighborhood. As such, the plan incorporates design elements of the newly renovated Leland Avenue into this street, and proposes it as a wide, pedestrian-friendly way where café seating in the adjacent Leland Greenway is possible. Leland Avenue is proposed to be a segment of the citywide Green Connections network.

Paving

- Unit pavers shall be installed at the base of each tree.
- Sidewalks shall be concrete colored with lampblack per city standard, and are recommended to be sandblasted.

Planting

- Street trees shall be planted on both sides of the street.
- Street trees shall be placed at regular intervals of not more than 25 feet, except at driveways.
- Street tree placement shall have priority over utilities and lighting.
- Street trees adjacent to the retail anchors should have high canopy to allow for visibility at the ground level. Palms are recommended.
- The installation size shall be a minimum of 24-inch box.
- Leland Avenue standard street trees, Japanese Cherry, shall be used when appropriate. Monterey Cypress, Italian Stone Pine, or other evergreen windbreak tree shall be used when soil volume and visibility allows.

Furnishings

- Leland Ave standard bike racks, trash receptacles, and benches shall be used.

Lighting

- Leland Avenue standard shall be installed.

Recommended Public Art Features

- Art elements will be located in Leland Greenway rather than in Leland Avenue—Refer to Leland Greenway section (page 51) for details.

materials and planting palette



palm trees



Monterey Cypress



unit paver



Leland Avenue standard



leland ave standard bike rack



japanese cherry

figure 49: section B: street A

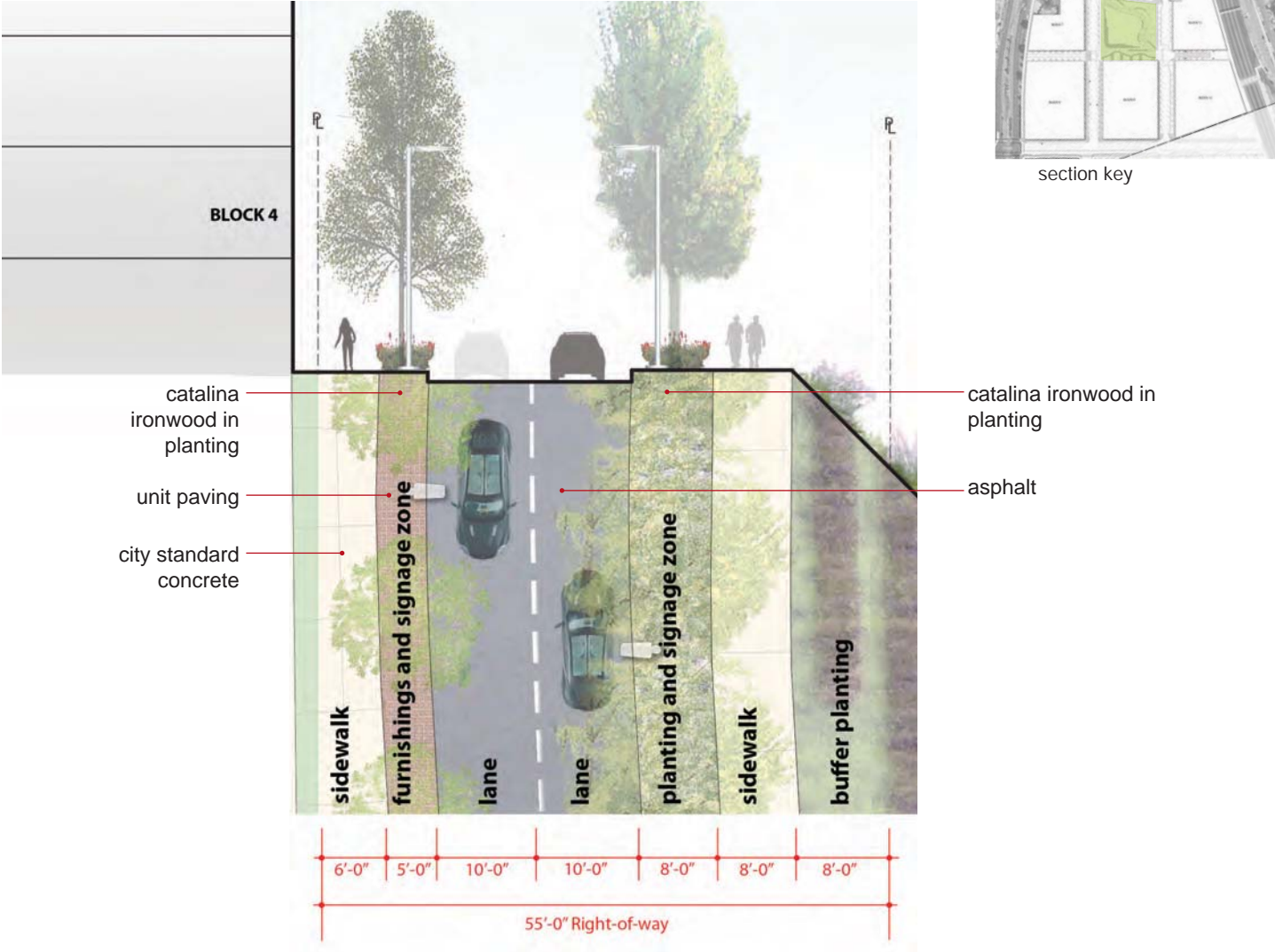
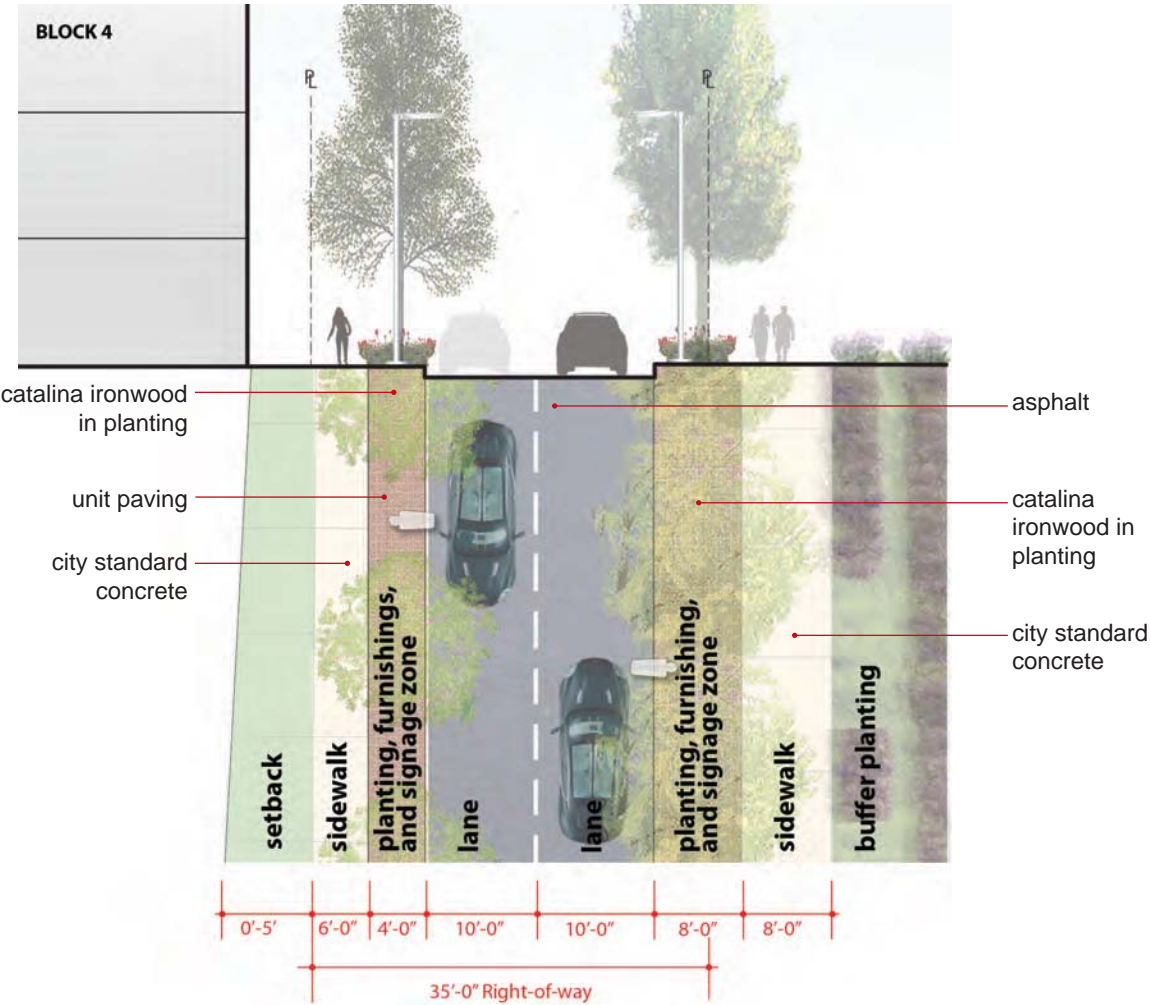


figure 50: section C: street A



Street A (Figures 49,50,51,52 and 53)

Street A, running north-south along nearly the entire length of the Plan Area, is envisioned as a “green spine”, connecting the three main parks with a line of seasonally changing trees. It will terminate at the north with a curb-less alley-to-garage entrance of Parcel 6. Street A north of Leland is shifted westward to avoid the UPRR parcel and no parallel parking is provided to minimize the right of way width.

Paving

- Unit pavers should be installed at the base of each tree.
- Sidewalks should be concrete colored with lampblack per city standard and are recommended to be sandblasted.

Planting

- Red maple with low, water tolerant plantings shall be used when rain gardens are employed, and Catalina Ironwood with drought tolerant plantings shall be used at other conditions.
- Understory planting for the linear rain gardens shall be a combination of grasses and rushes.
- Midsized street trees shall be planted on both sides of the street
- Street trees should be placed at a regular intervals of not more than 25 feet, except at driveways.
- Street tree placement should have priority over utilities and lighting.
- The installation size shall be a minimum of 24-inch box, where feasible.

Furnishings

- Standard bike racks, trash receptacles, and benches shall be used.

Lighting

- City of San Francisco standard lighting shall be installed.

materials and planting palette



catalina ironwood



red maple



standard pole light



rain garden



unit paver

figure 51: section D: street A

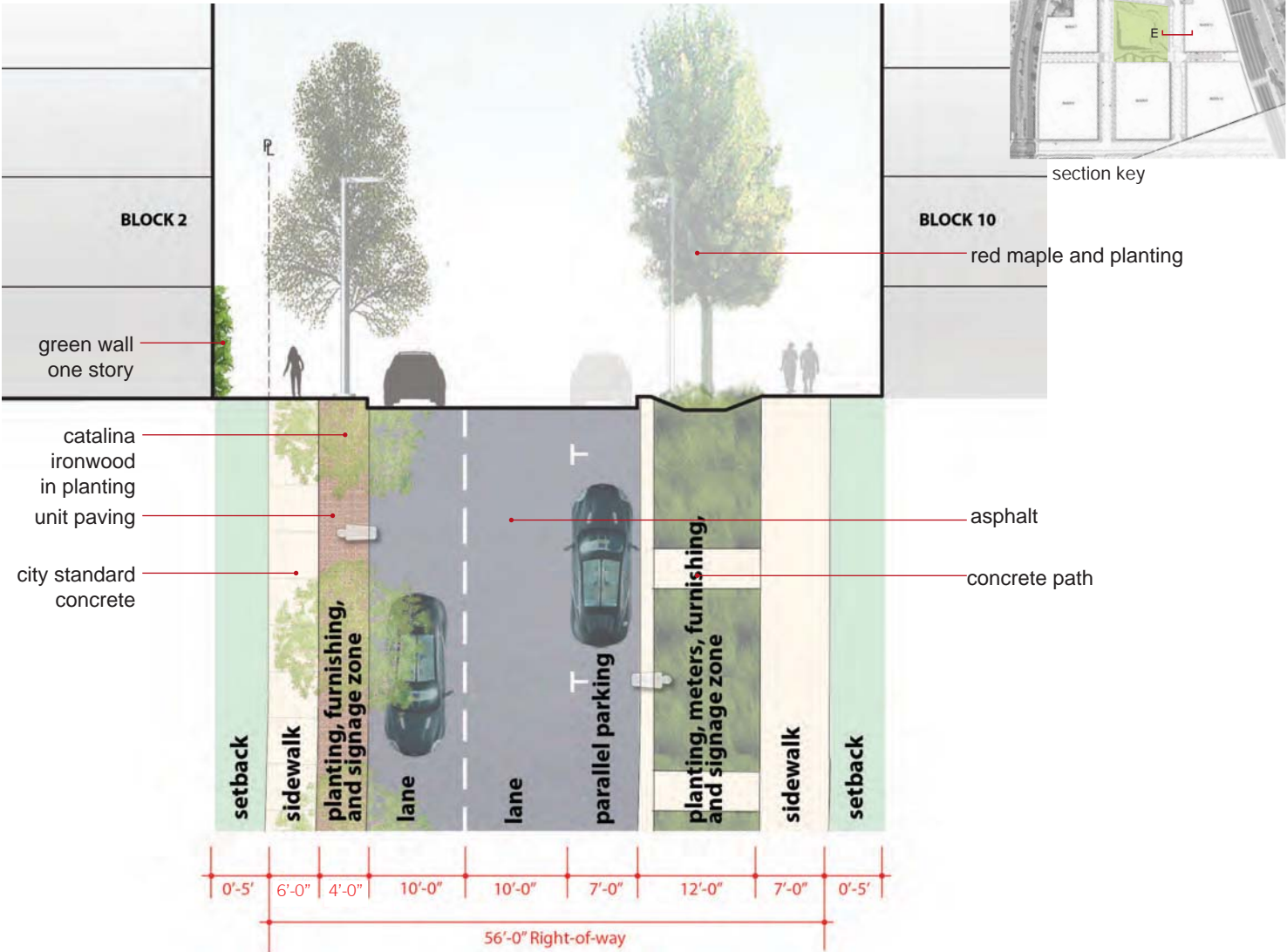
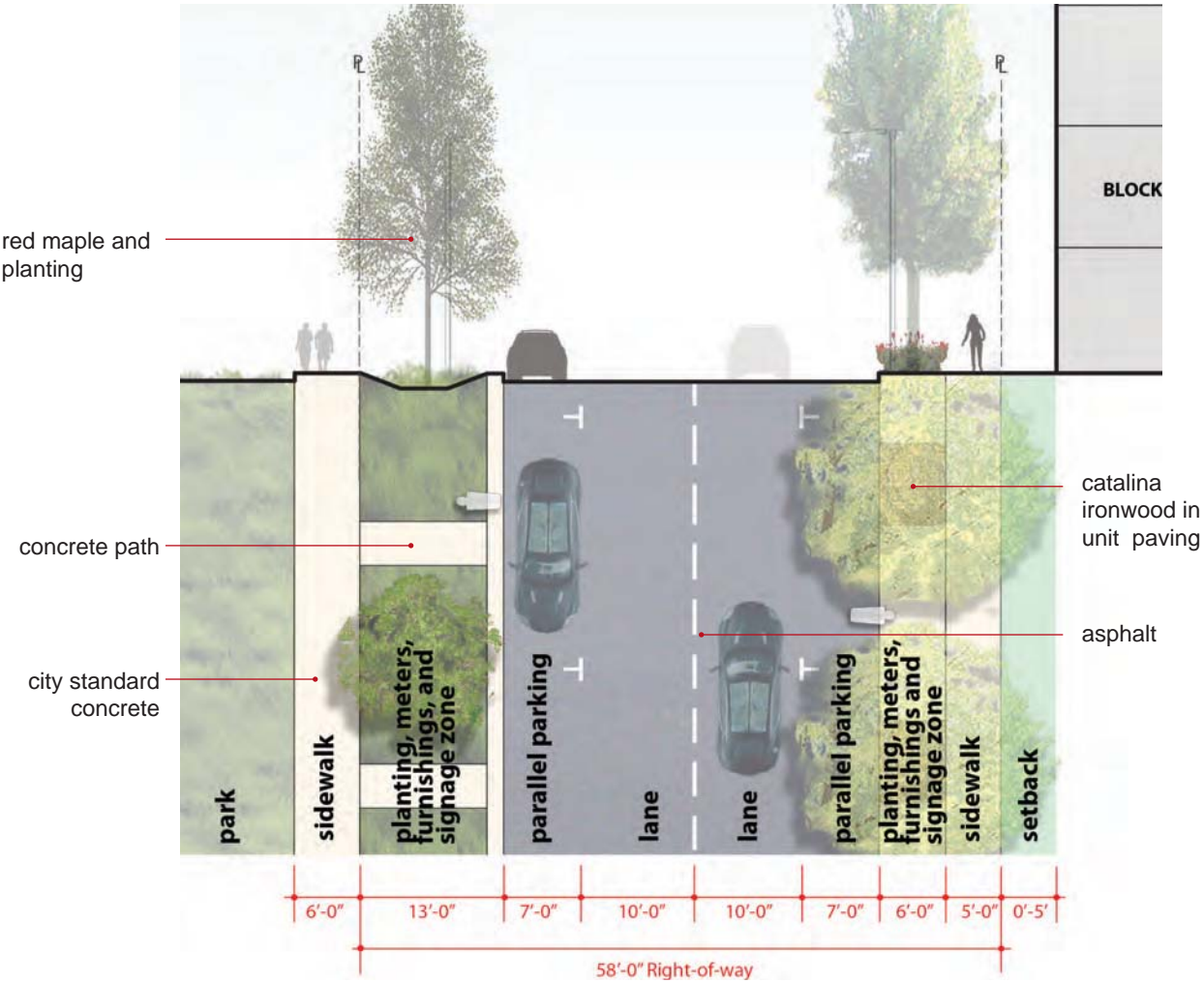


figure 52: section E: street A at Park





section key

figure 53: section F: street A

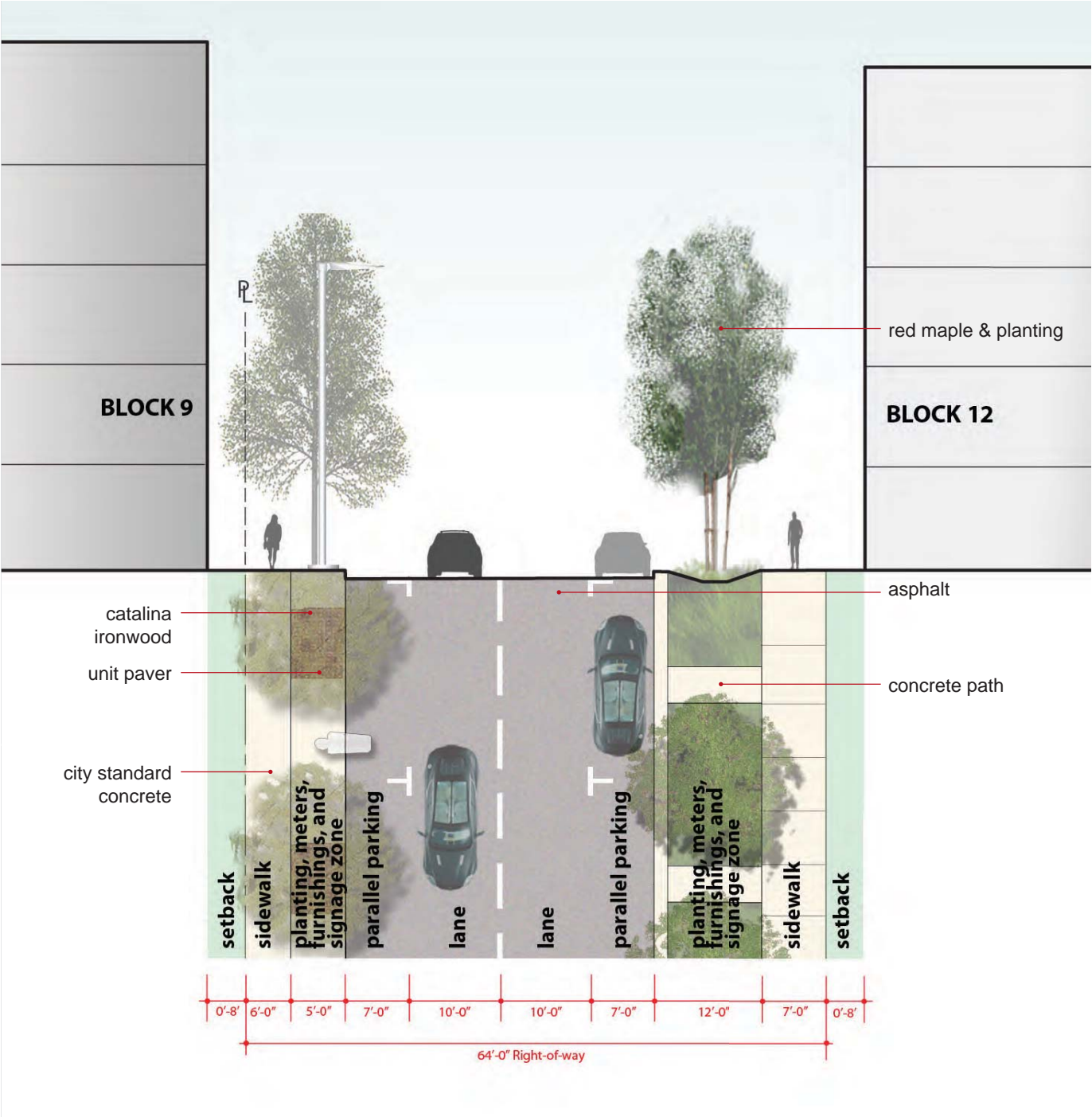


figure 54: section G: lane B at park or building

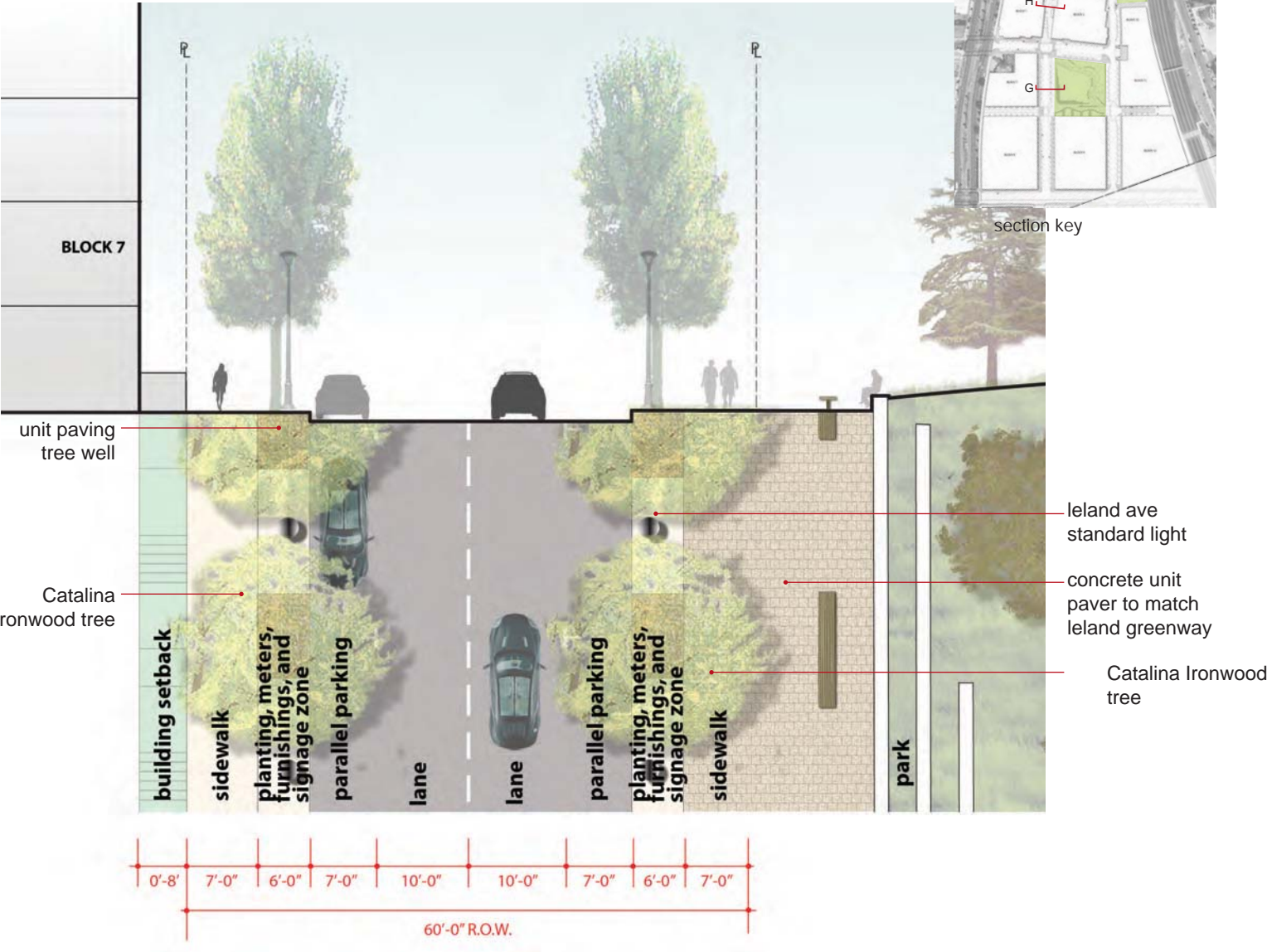
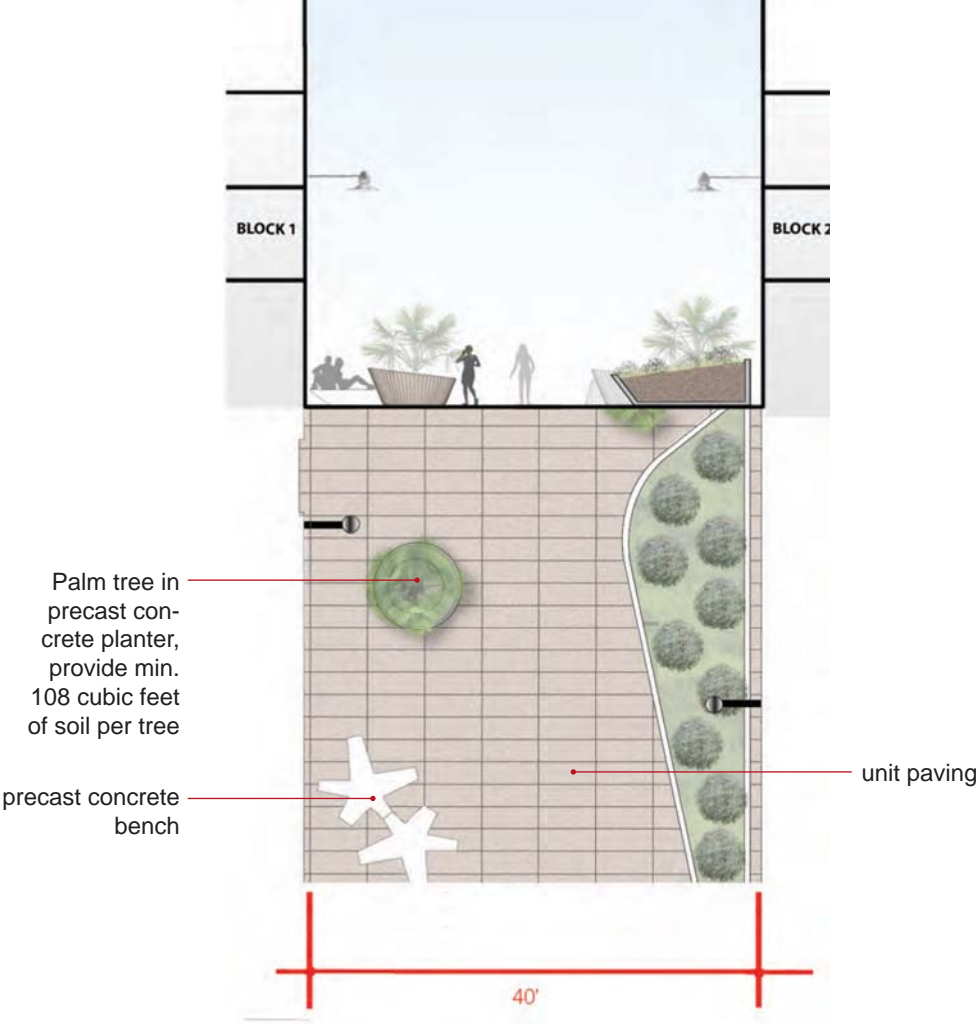


figure 55: section H: lane B mews



Lane B (Figures 54, 55 and 56)

Lane B is a vehicular street between Sunnydale and Visitacion Avenues (see Figure 54) and is an extension of the pedestrian link between Visitacion Park and Leland Greenway (see Figure 55) and continues on to Raymond Avenue. The portion of Lane B between Block 1 & 2 will be publicly accessible and partially on structure. The sloped walk, service area and plaza will be unified with high quality materials and site furnishings to define a pedestrian prioritized space. Building entries to Blocks 1 & 2 will be facing both Leland Ave and the Lane B pedestrian way to ensure activation from multiple points. The pedestrian way will be connected via accessible ramp from Visitacion to a painted pedestrian crossing at Leland Ave to Leland Greenway.

Lane B continues north of Leland Greenway on structure (see Figure 56). Due to the large grade difference between Leland Greenway and Raymond Avenue, a stair is needed at this segment of Lane B. This stair should be at the minimum 8' wide with a generous landing and treads at least 16" wide. The bottom portion of the stair can be designed with a seating terrace to create a more welcoming entry. Planting should be used to provide screening on the stair wall. Lane B continues north and ends with a landscaped building setback at Blocks 5 & 6, which will serve as a building lobby and/or stair entry which connects with the podium level.

Paving

- Unit pavers with colors to match the one used on Leland Greenway shall be used at the section between Block 1 & 2
- Color concrete with colors to match the one used on Leland Greenway shall be used at the section between Block 3 & 4
- Sidewalks should be concrete colored with lampblack per city standard and are recommended to be sandblasted at south of Visitacion Avenue.
- Unit pavers should be installed at the base of each tree on grade.

Planting

- Catalina Ironwood are encouraged as street trees on grade.
- Palms and Olive are encouraged for trees on structure.
- Midsized street trees shall be planted on both sides of the street.
- Street trees shall be placed at a regular intervals of not more than 25 feet, except at driveways.
- Street tree placement shall have priority over utilities and lighting.
- The installation size shall be a minimum of 24-inch box.
- **Furnishings**
- Precast concrete standard or custom raised planters shall be used for trees on structure
- Standard trash receptacles and benches shall be used.

materials and planting palette



unit paver



standard pole light



possible wall-mounted light style

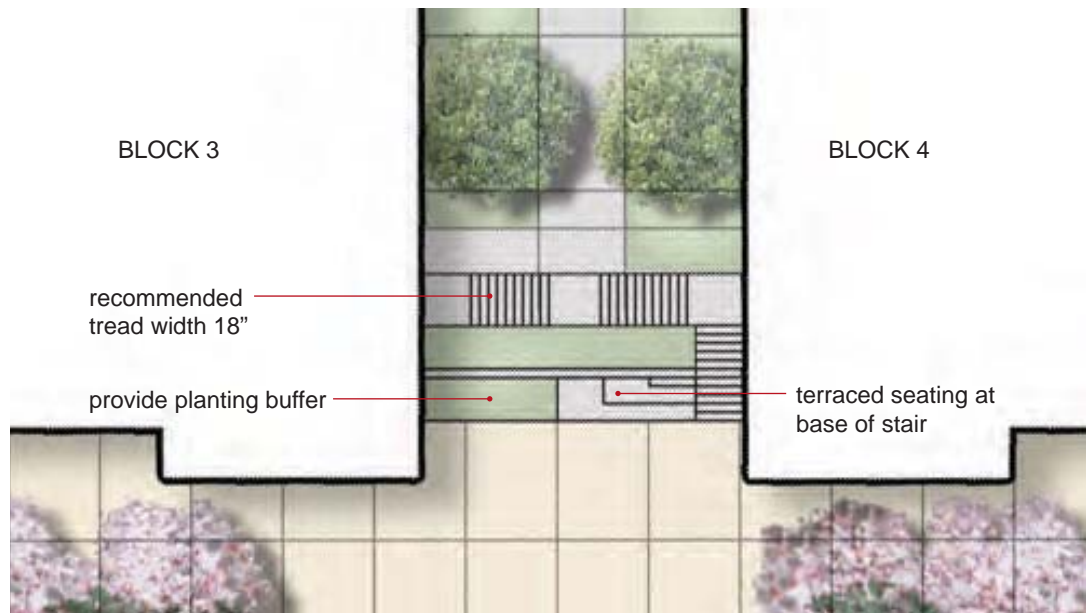


Catalina Ironwood



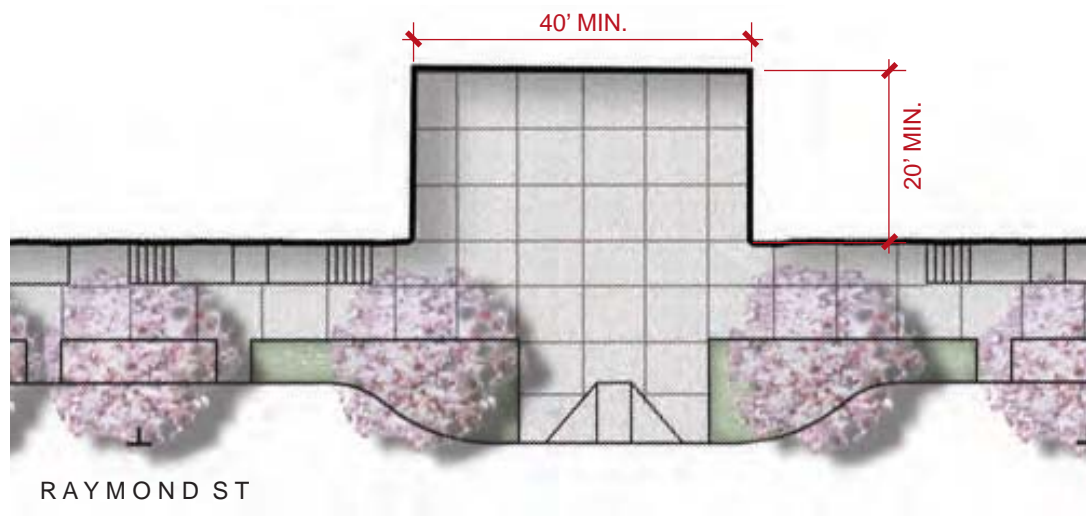
precast concrete planter

figure 56: plan S: lane B mews stairs at Block 3 & 4



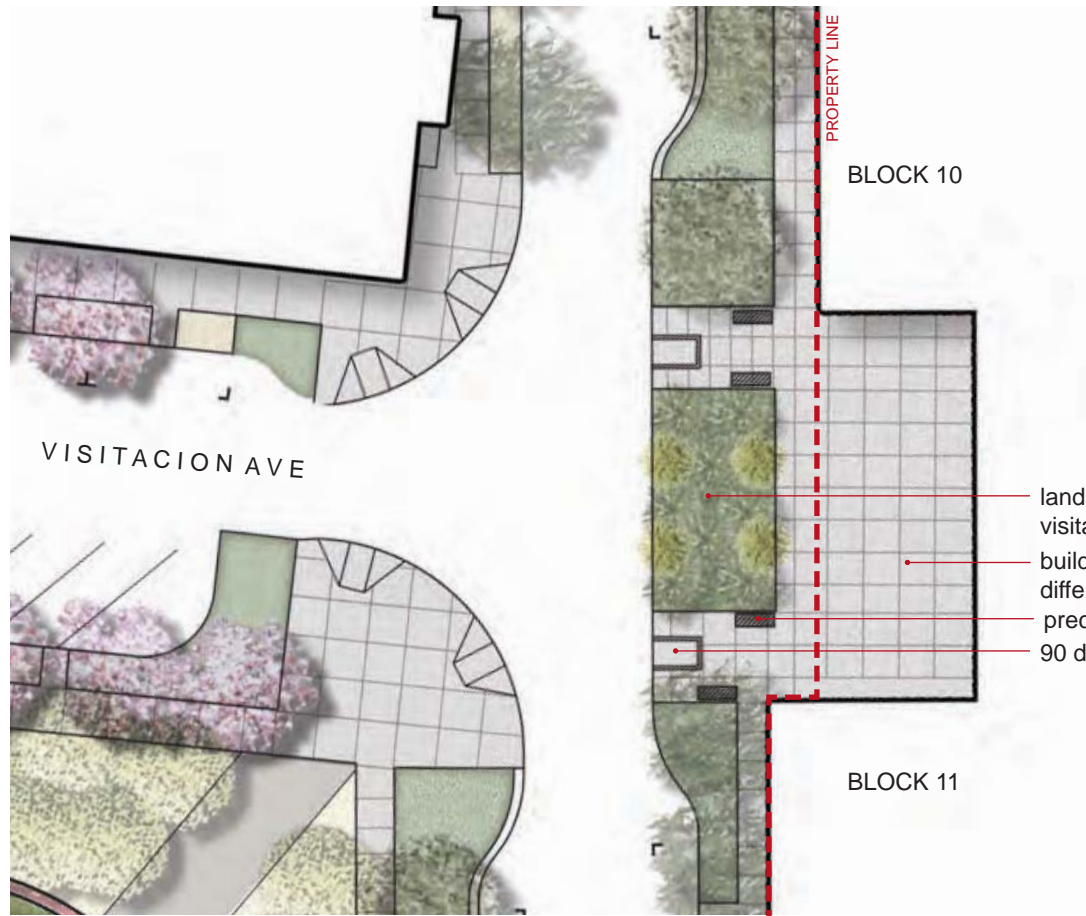
plan key

figure 57: plan T: raymond st terminus at Block 5 & 6



plan key

figure 58: plan U: visitacion ave terminus at Block 10 & 11



plan key

Lighting

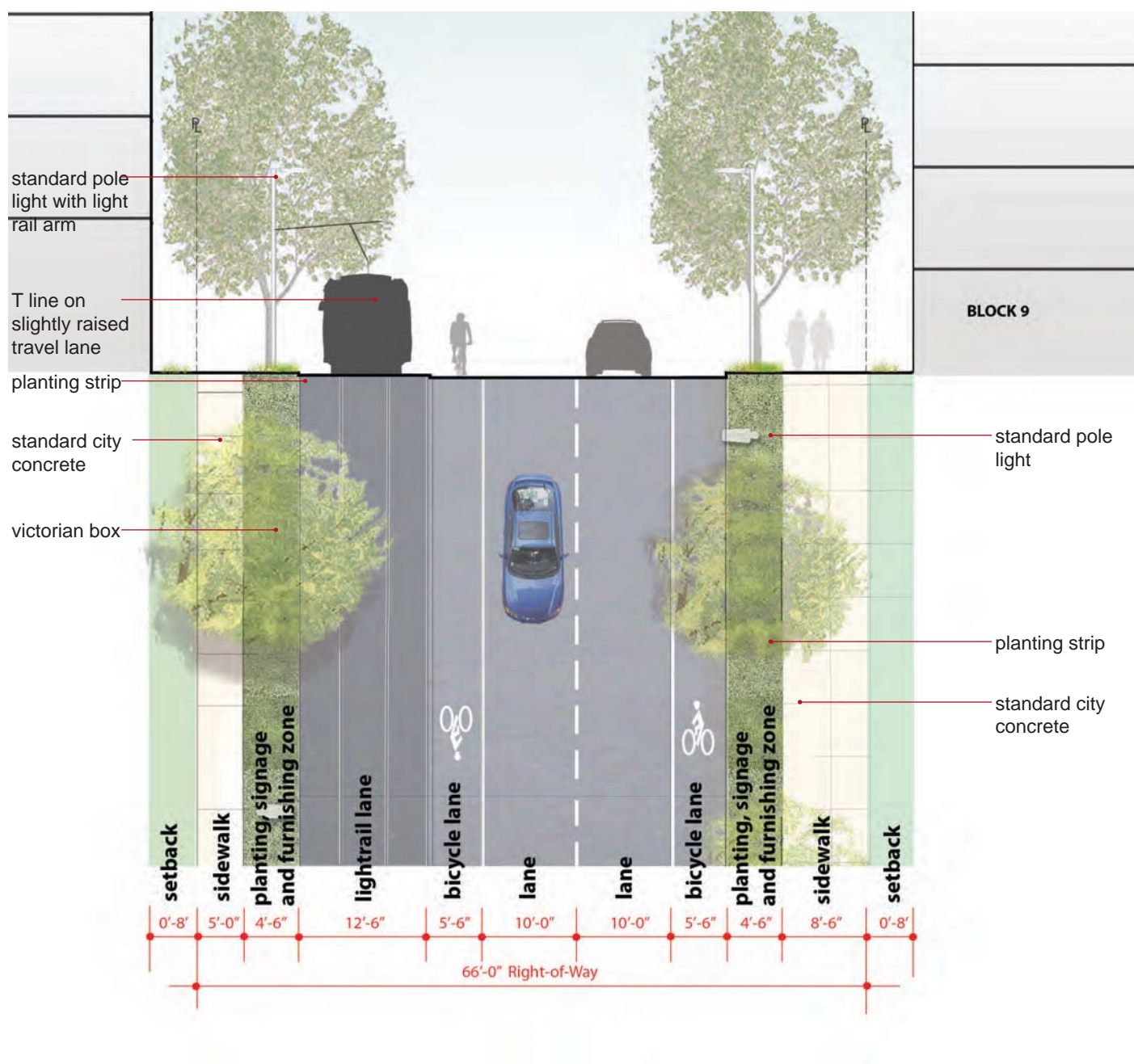
- City of San Francisco standard lighting (Visitacion Avenue to Sunnydale Avenue) shall be installed.
- Building mounted light fixtures shall be used in the pedestrian path between Block 1 & 2 and Block 3 & 4.

Street Termination at Visitacion Avenue and Raymond Street (Figure 57 & 58)

Lane B views terminate with a break in building massing at Blocks 5 & 6 on Raymond St and at also at Blocks 10 & 11 on Visitacion Ave. The buildings may vary in height on either side of the setback creating a distinctive architectural character which will terminate the street, and will also be set back from the sidewalk to create a focal point with distinctive landscape design at these two locations. At Blocks 10 and 11, block 10 will be set back further than Block 11 to accommodate adjacent bioretention cells and robust plantings which will be combined with the central landscaped setback area. The building massing of Block 5 & 6 will be designed to allow for visual connection to the Old Office Building Plaza

Unique paving, seating and lighting which works with the architecture and reinforces the special character of the landscaped setbacks should be included.

figure 59: section I: sunnydale avenue



Sunnydale Avenue (Figure 59)

The Sunnydale Avenue extension bounds the southern edge of the Plan Area. The T-line, running in a dedicated, slightly raised travel lane on the south side of the street, is planned to extend from Bayshore Boulevard onto Sunnydale Avenue, connecting to the Bayshore Caltrain Station. Planned Class 2 bike lanes on either sides of the street facilitate a safe bicycle route to the station. As part of Sunnydale Avenue extends into the City of Brisbane, future coordination will be needed between the two municipalities on design, construction, and maintenance. Other considerations that may impact the design of Sunnydale Avenue are that plans for the Caltrain station as well as the T-line extension may change. Therefore, the street section design of Sunnydale Avenue may need to be revisited at a later date to respond to changing needs. If a dedicated T-Line lane is not required, the recommended street section dimension would be (from south side to the north side): 5' sidewalk | 4'6" planting and furnishing zone | 7' parking strip | 5'6" bike lane | 10' drive lane | 10' drive lane | 5'6" bike lane | 7' parking strip | 4'6" planting and furnishing zone | and 7' sidewalk.

Paving

- Sidewalks should be concrete colored with lampblack per city standard and are recommended to be sandblasted.

Planting

- Victorian Box trees are encouraged.
- Midsized street trees shall be planted on both sides of the street.
- Street trees should be placed at regular intervals of not more than 25 feet, except at driveways.
- Street tree placement should have priority over utilities and lighting.
- The installation size shall be a minimum of 24-inch box.

Furnishings

- Standard bike racks and trash receptacles shall be used.

Lighting

- City of San Francisco standard lighting (with light rail arm on the south side of the street) should be used.

materials and planting palette



unit pavers



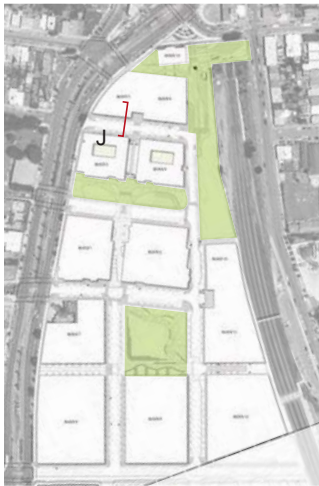
standard pole light



victorian box

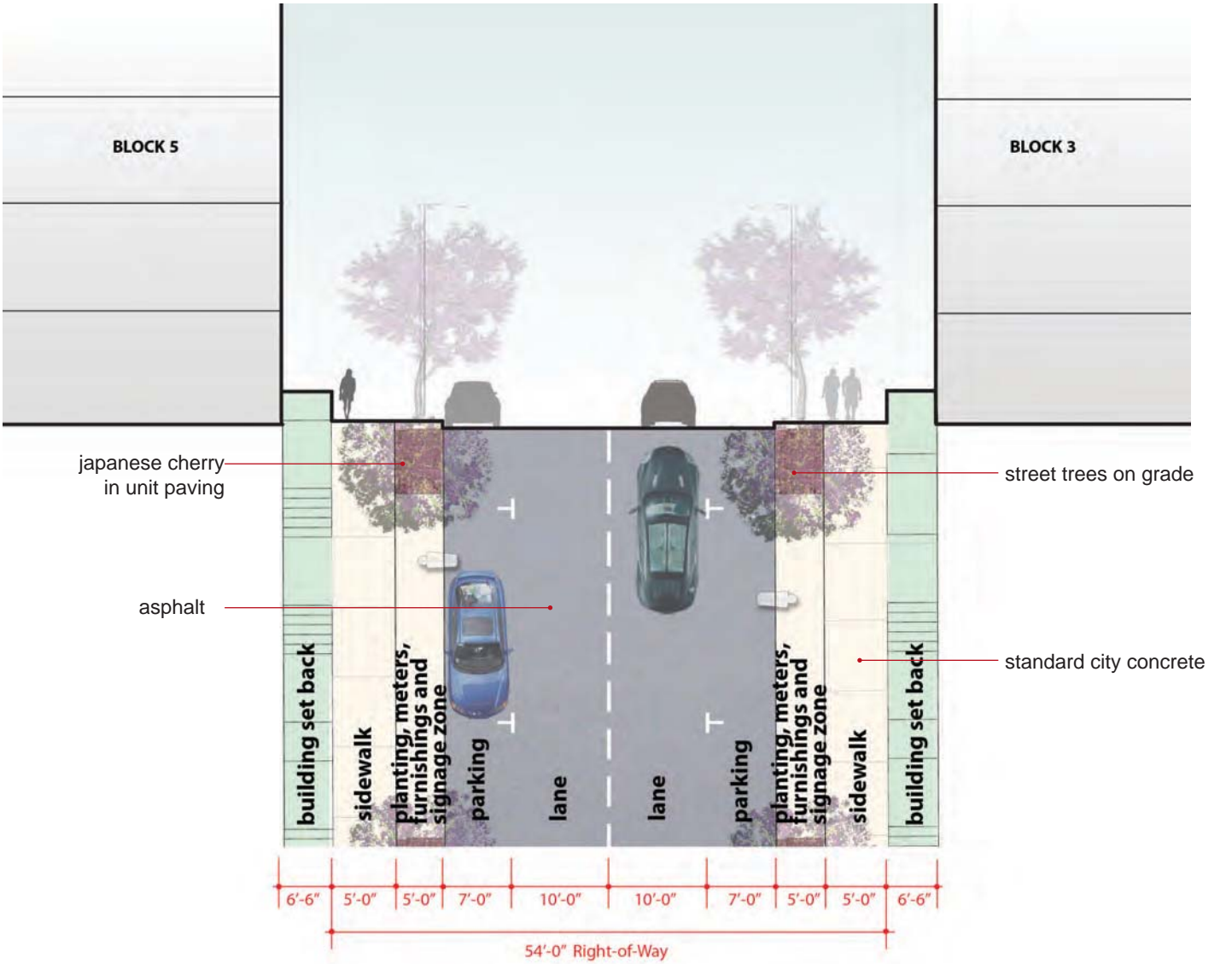


recommended bike rack style



section key

figure 60: section J: raymond avenue



materials and planting palette

Raymond Avenue (Figure 60)

Raymond Avenue will be a two-way residential street connecting Bayshore Boulevard to Street A. There will be parallel parking and a 6.5-foot building setback on both sides with raised residential entrances.

Paving

- Unit pavers should be installed at the base of each tree.
- Sidewalks should be concrete colored with lampblack per city standard and are recommended to be sandblasted.

Planting

- Japanese cherry trees are encouraged.
- Midsized street trees shall be planted on both sides of the street.
- Street trees shall be placed at regular intervals of not more than 25 feet, except at driveways.
- Street tree placement shall have priority over utilities and lighting.
- The installation size shall be a minimum of 24-inch box.

Furnishings

- Standard bike racks and trash receptacles shall be used.

Lighting

- City of San Francisco standard lighting shall be used.



unit pavers



standard pole light



japanese cherry



stoop planting

figure 61: section K: visitacion avenue

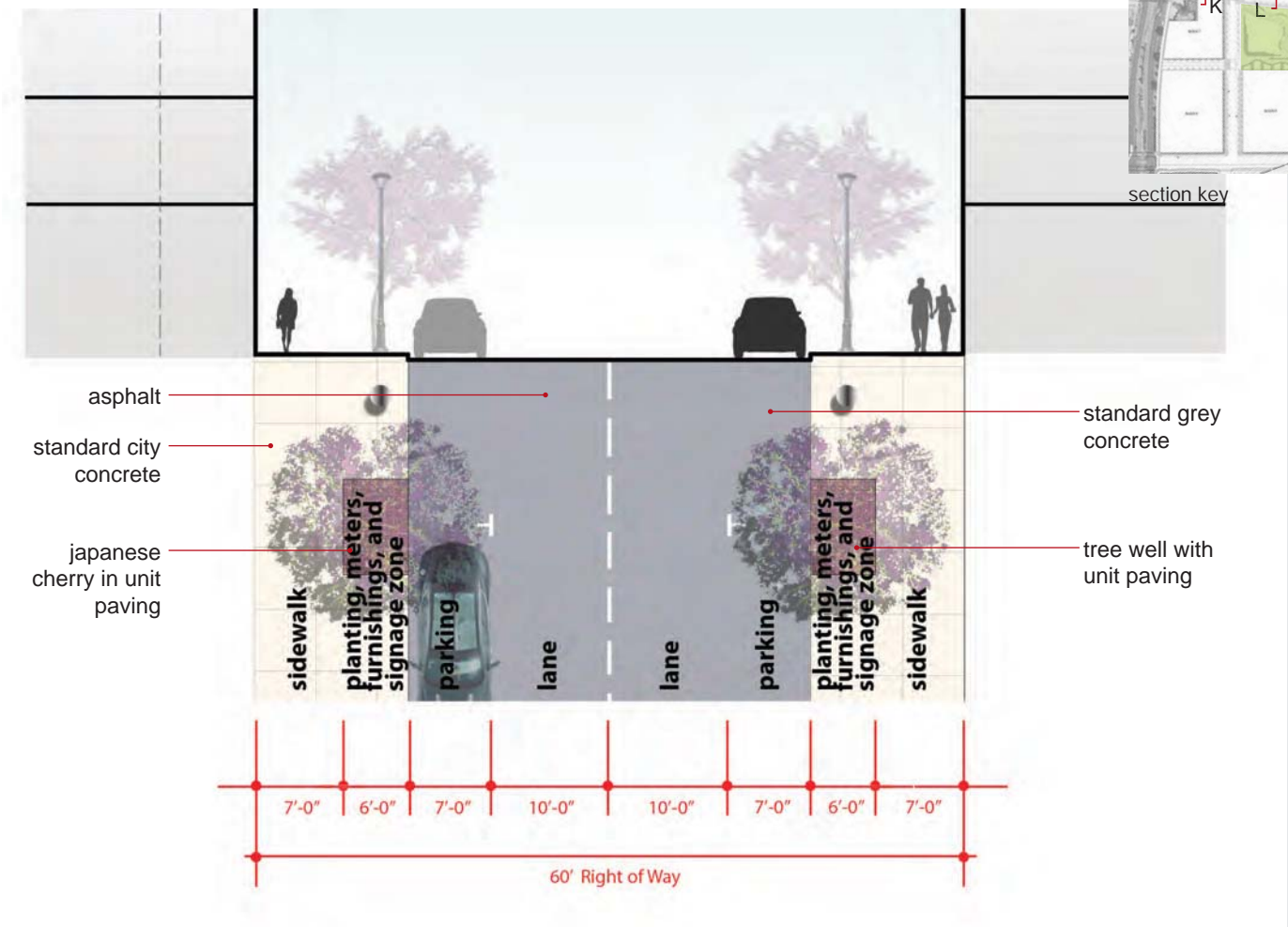
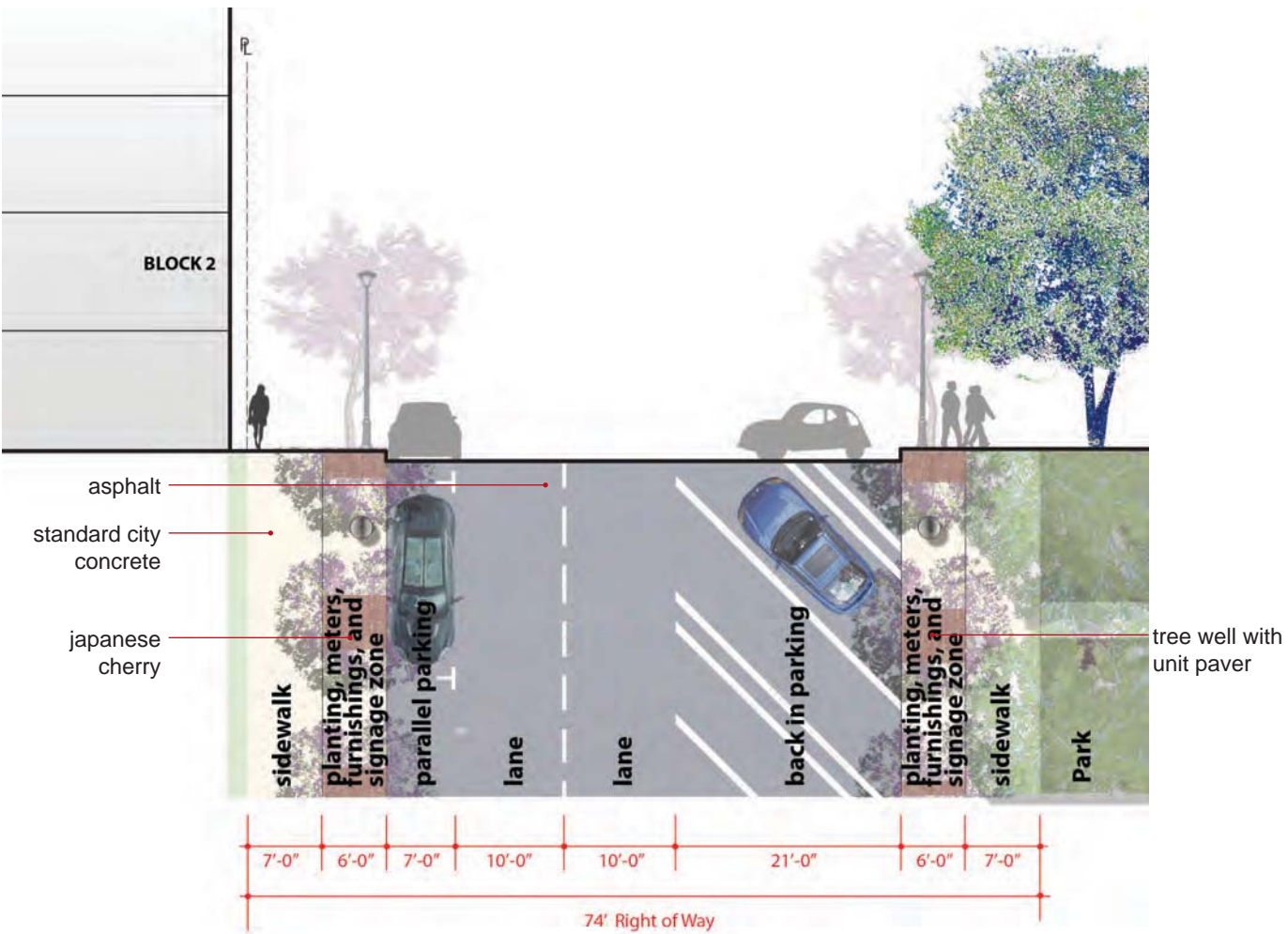


figure 62: section L: visitacion avenue at park



materials and planting palette



unit pavers



standard pole light



Japanese cherry



recommended bike rack style

Visitacion Avenue (Figures 61 and 62)

Visitacion Avenue will be a two-way street extending across Bayshore Boulevard to Street A and along with Sunnydale Avenue, is the primary vehicular access into the Plan Area. The portion of Visitacion Avenue between Bayshore Boulevard and Street A will be fronted by residential/retail and Visitacion Park. There will be commercial loading areas and on-street parking.

Paving

- Unit pavers should be installed at the base of each tree.
- Sidewalks should be concrete colored with lampblack per city standard and are recommended to be sandblasted.
- The driveway at the alley shall be concrete colored with lampblack and sandblasted, or concrete unit pavers.
- Standard grey porous concrete shall be used in the parking areas.

Planting

- Tree species shall be Japanese cherry between Bayshore Boulevard and Street A.
- Midsized street trees shall be installed on both sides of the street.
- Street trees shall be placed at regular intervals of not more than 25 feet, except at driveways.
- Street tree placement shall have priority over utilities and lighting.
- The installation size shall be a minimum of 24-inch box.

Furnishings

- Standard bike racks and trash receptacles shall be used.

Lighting

- City of San Francisco standard lighting shall be used at the portion between Bayshore Boulevard and Street A.

figure 63: section M: pedestrian pathway at buildings

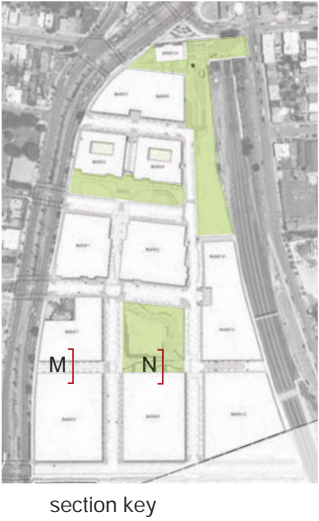
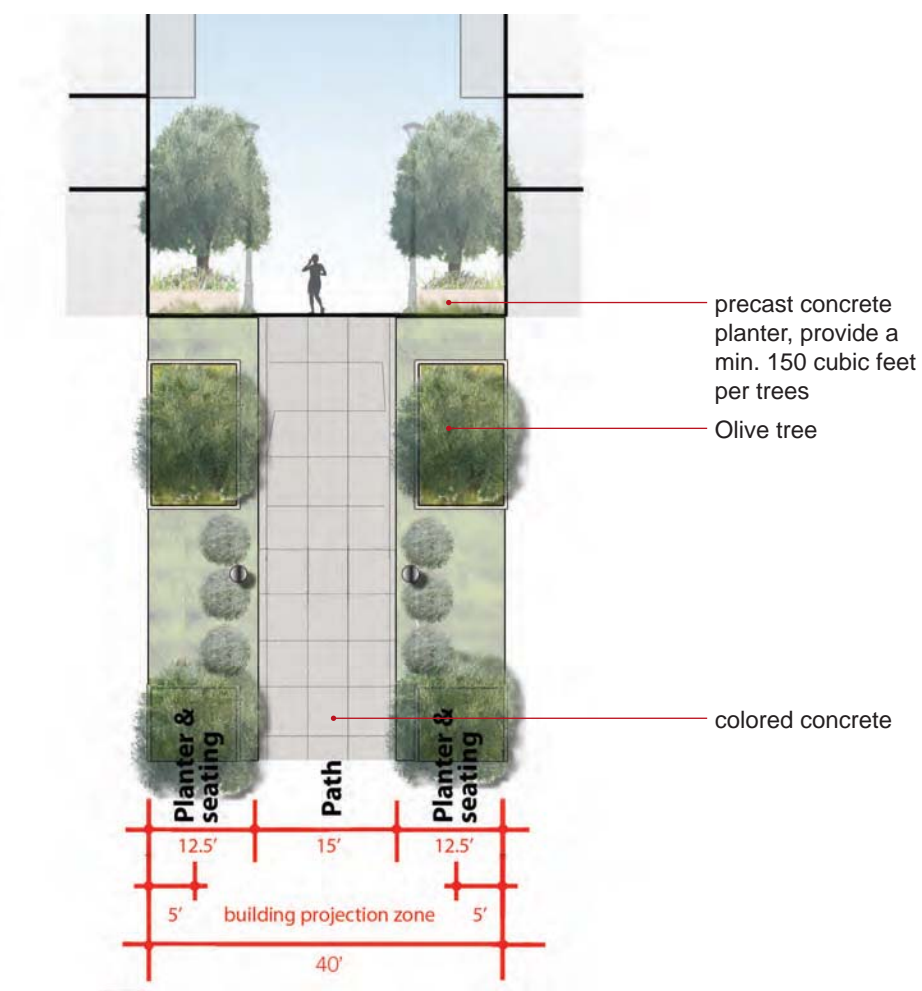
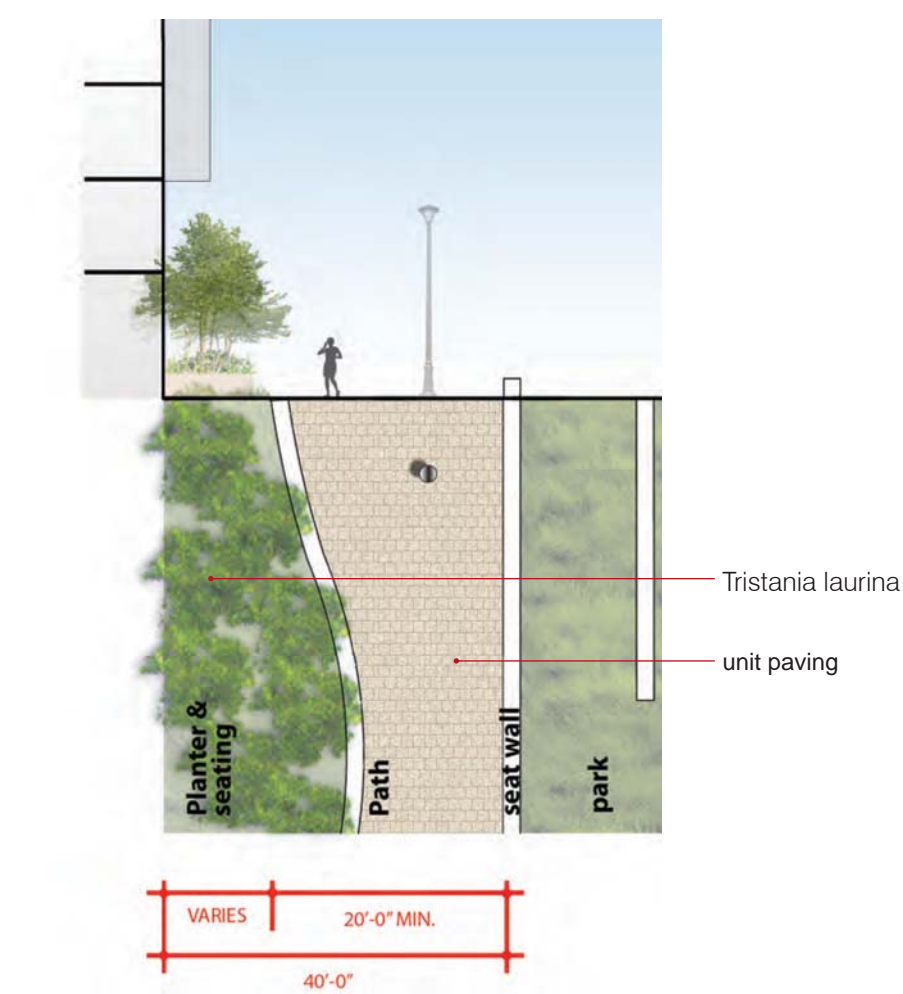


figure 64: section N: pedestrian pathway at park



pedestrian pathways (Figures 63 and 64)

To create a walkable, pedestrian-oriented community benefiting future residents and adjacent neighborhoods, a series of pedestrian-access-only pathways at residential buildings is added to provide safe, attractive linkages to neighborhood destinations. These three pathways will be privately owned, publicly accessible open spaces, and be built on structure within the blocks. There are a total of two pedestrian pathways, located within Parcels 7 and 8 and in Parcel 9 adjacent to Visitacion Park. The design of these pathways will need to be further developed in coordination with individual building designs.

Paving

- Colored concrete shall be used.
- Unit pavers can be used as accent materials.

Planting

- Olive trees are encouraged as street trees on structure.
- Street trees shall be placed at regular intervals of not more than 25 feet, except at driveways.
- A minimum of 150 cubic feet of soil shall be provided per tree.
- The installation size shall be a minimum of 24-inch box.

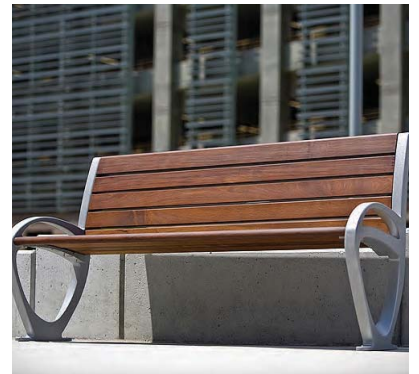
Furnishings

- Standard trash receptacles and benches shall be used.
- Precast concrete standard or custom raised planters shall be used for trees.

Lighting

- Building-mounted light fixtures shall be used in the pedestrian path.

materials and planting palette



recommended bench style



escofet planter



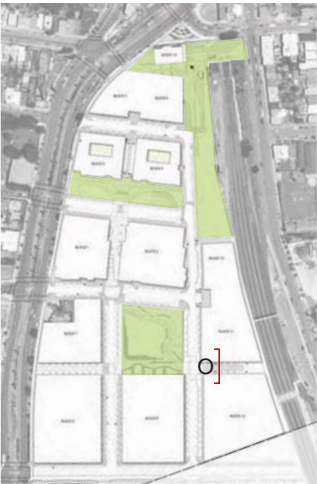
colored concrete



olea europea

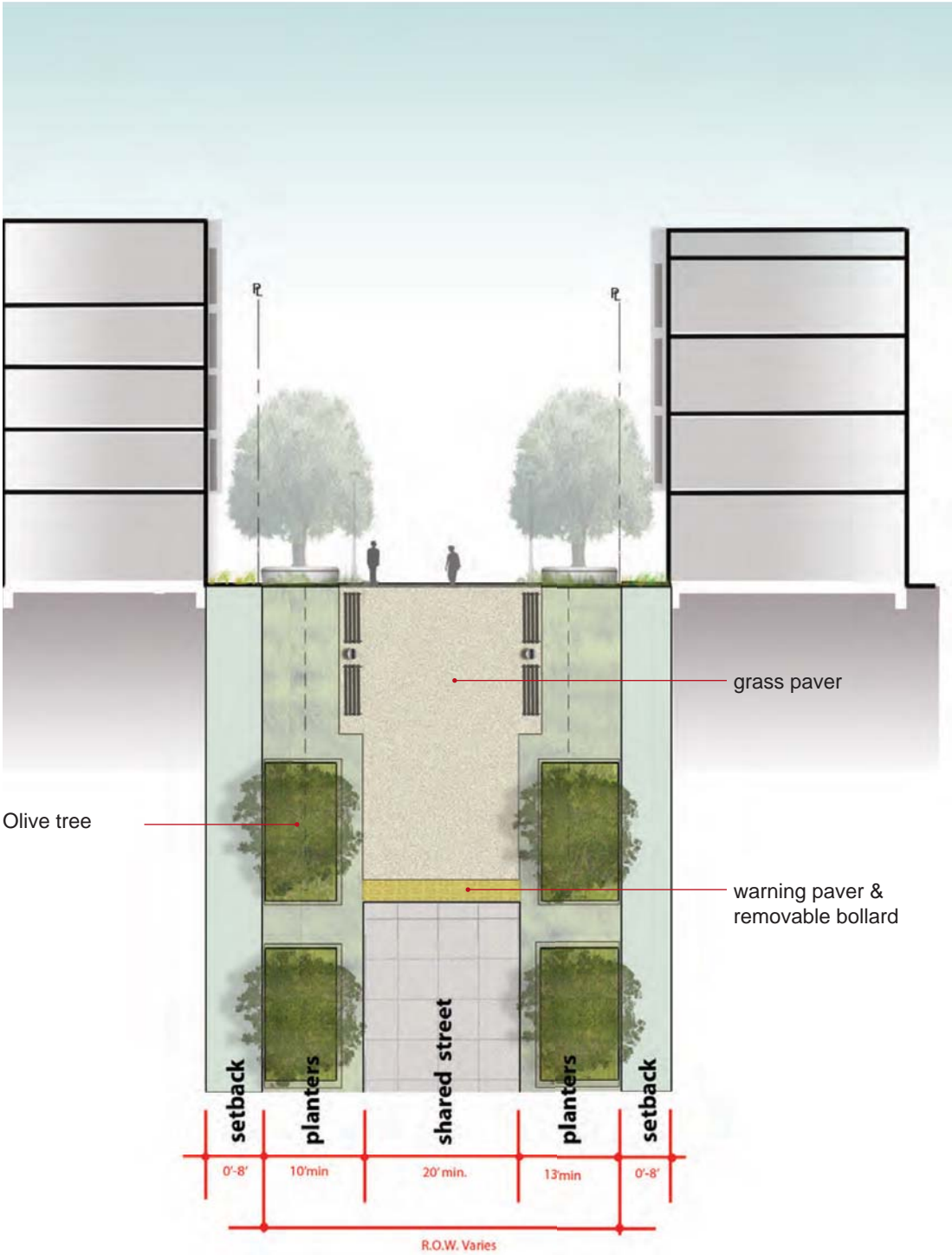


possible wall-mounted light style



section key

figure 65: section O: alley



alley (Figure 65)

The alleys are shared pedestrian and vehicular streets between parcels 11 and 12, designed to slow vehicular traffic and prioritize pedestrian flow. Because they are “dead-ends”, vehicular usage will primarily be for garage access only. The cars that do use the alleys will be encouraged to drive slowly by the narrow paved zone, the “curb-less” edge, and the tree planters that will line the edges. The planters also allow for enough soil depth to plant trees, as the alleys will be partially built on structure above underground parking.

The Design for Development’s requires that the two alleys ending at the Caltrain right-of-way must terminate in either visual focal point, overlooks, or buildings. Other considerations for these alleys are: the probable need for emergency vehicle access at a turn-around or hammerhead; the considerable grade change down to the tracks (about 10’ from Street A level); the need for at least one vehicular access point to the tracks for JPB; and the grading needs for ADA and garage access.

Given that the solutions which will meet all of these considerations must be carefully coordinated with the design of the adjacent buildings, the terminus of these alleys will need to be further designed during individual building design.

Paving

- Unit pavers, colored concrete, or asphalt should be used on drive-ways.
- Grass pavers are proposed as a potential solution at the terminus of the Visitacion Avenue alley and of the alley between Parcels 11 and 12, where the program requires both emergency vehicular access and open space.

Planting

- Olive trees are encouraged as street trees.
- Street trees shall be placed at regular intervals of not more than 25 feet, except at driveways.
- The installation size shall be a minimum of 24-inch box.

Furnishings

- Standard trash receptacles shall be used.
- Precast concrete standard or custom raised planters shall be used for trees.

Lighting

- Building-mounted light fixtures shall be used in the pedestrian path.

materials and planting palette



unit paver



removable bollard



colored concrete



olive tree



possible wall-mounted light style

figure 66: plan P: bayshore boulevard, arleta avenue, and san bruno avenue intersection improvement plan

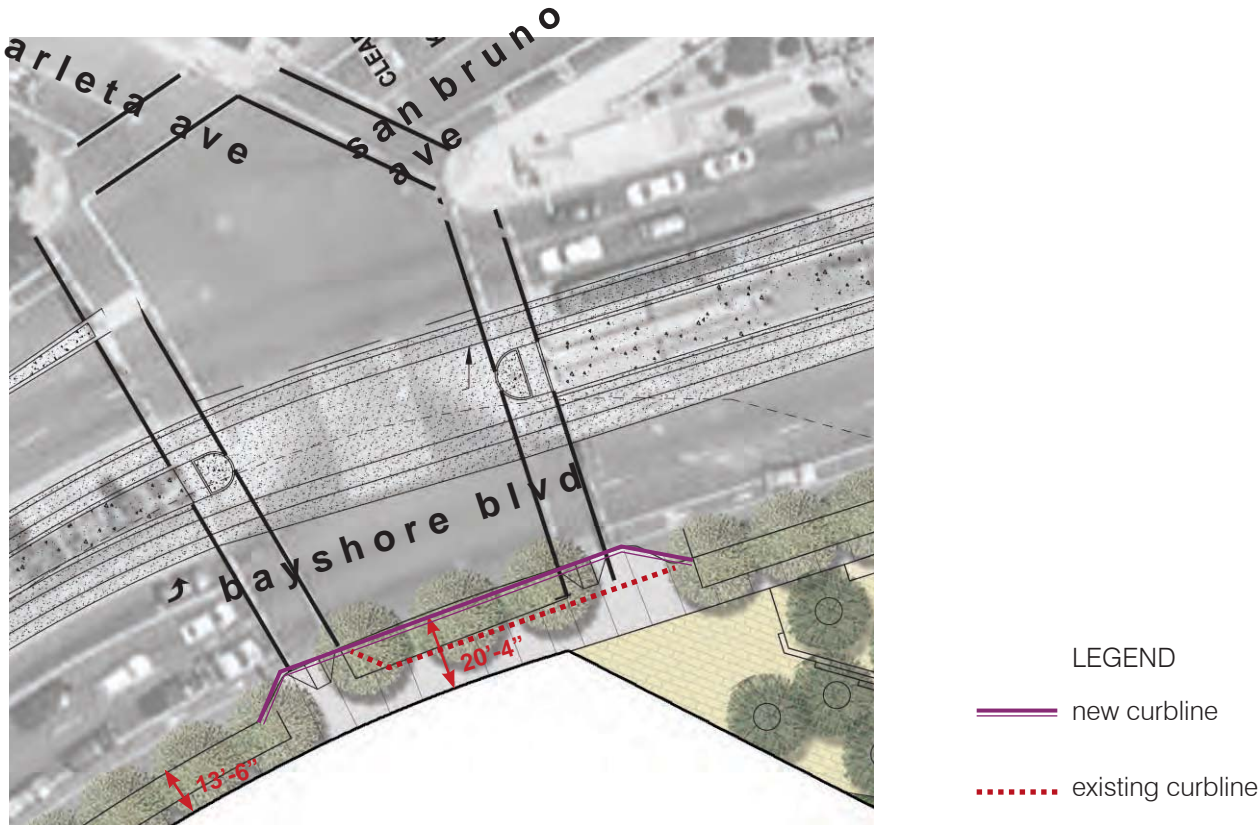


figure 67: plan Q: bayshore blvd and leland avenue intersection improvement plan

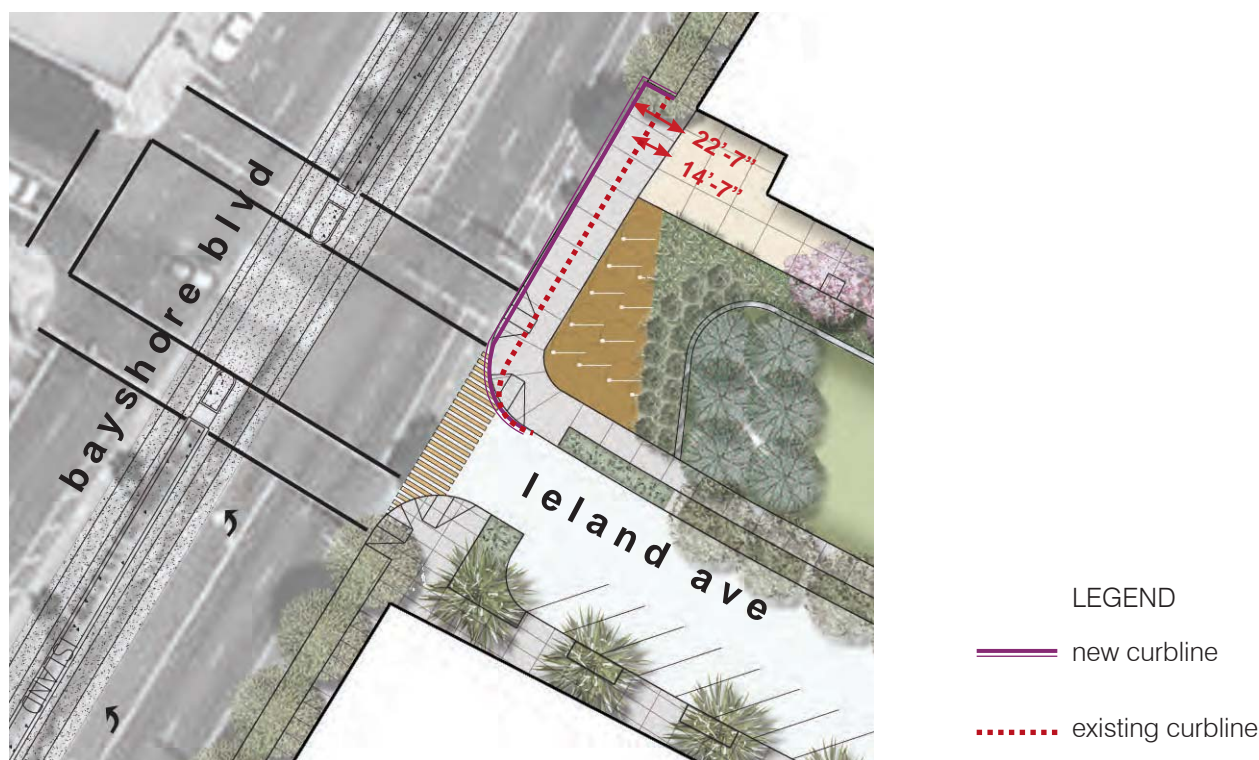


figure 68: plan R: bayshore blvd and visitacion avenue intersection improvement plan



bayshore boulevard (Figures 66, 67 and 68)]

Bayshore Boulevard is a busy four lane arterial with the T-line running down a central median, and generally regarded as unfriendly to pedestrians. While it is beyond the scope of this effort to study and recommend treatments for the west side of Bayshore Boulevard, there is an opportunity to make streetscape improvements to the east side, as much of it will require rebuilding during construction of the new buildings. The new streetscape converts areas of currently excess vehicular roadway into bulb-outs, expanded pedestrian sidewalks and planting buffers. A continuous strip of ground-plane planting is added in areas where there is no adjacent parallel parking or bus stop. The existing street trees along Bayshore Boulevard are predominantly Brisbane Box with a few magnolia trees. These are generally planted in very small tree wells approximately 3-feet by 3-feet. Healthy existing trees shall be retained when appropriate and as possible. Where the sidewalk is expanded or where there is a new bulb-out, or where the tree will be negatively impacted by construction, replacement street trees shall be installed. A minimum of 5-foot by 5-foot tree wells and structural soil under the sidewalk shall be provided to support healthier tree growth.

Bayshore Boulevard, Arleta Avenue & San Bruno Avenue Intersection

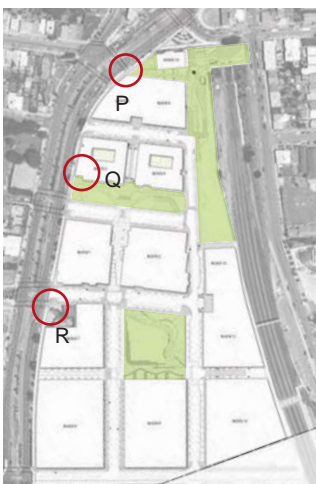
- The existing bulbout at the crosswalk to Arleta Avenue is to be expanded north along Bayshore Boulevard to the crosswalk to San Bruno Ave.
- This allows for a wider planting buffer at the bulbout.

Bayshore Boulevard & Leland Avenue intersection

- Capture the striped car-free zone at Bayshore Boulevard, north of Leland Avenue to create a bulb-out to shorten the pedestrian crossing.
- Expand pedestrian zone to create more generous sidewalk and wider planting buffer in front of Leland Greenway.

Bayshore Blvd & Visitacion Ave intersection

- The right turn lane from Bayshore Blvd into Visitacion Ave is currently 14 and a half feet wide. The redesign reduces this to 11-feet wide, and uses the extra 3 and a half feet to add planting along the sidewalk.



section key

