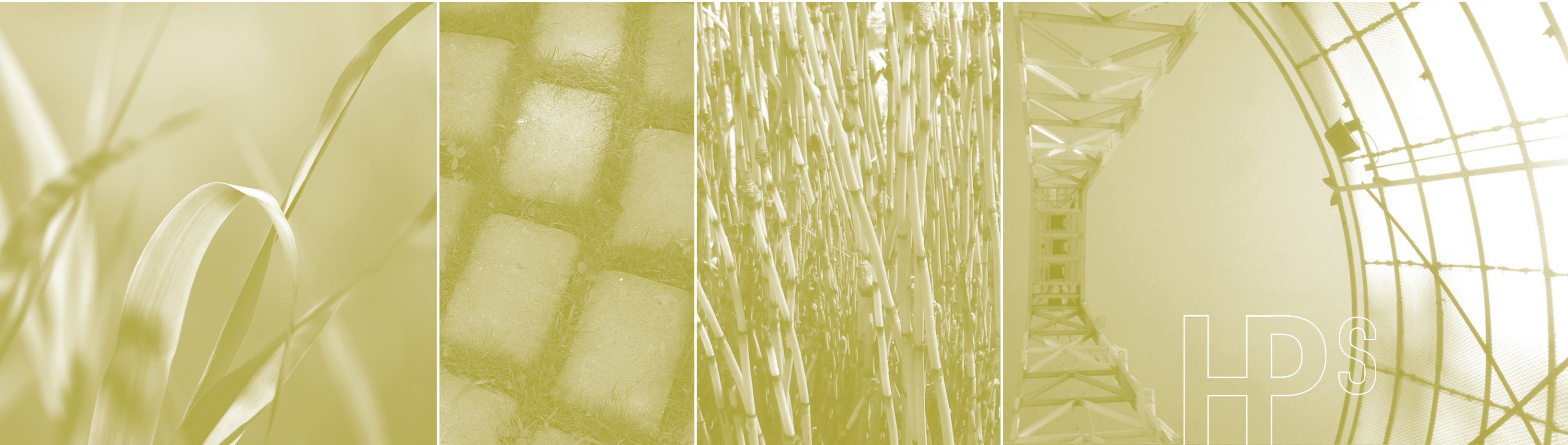


Approved on January 16, 2007, by the San Francisco  
Redevelopment Commission, Resolution No: 6-2007



# Hunters Point Shipyard

## Phase I Parcel A'

### Open Space & Streetscape Master Plan

January 2007

**Lennar/BVHP**

SMWM CMG Landscape Architecture Korve Engineering Stevens Associates Hood Design



# Preface

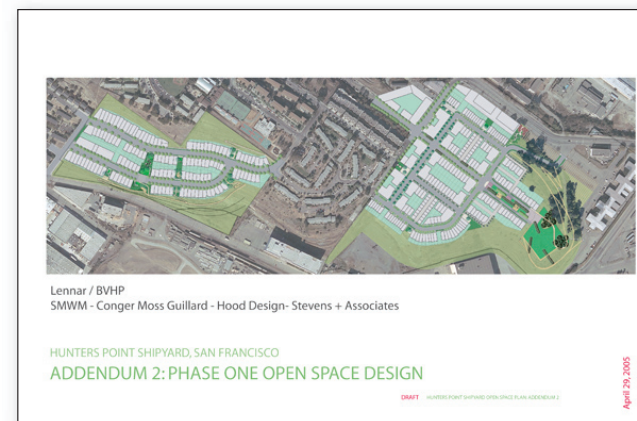
The Phase I Parcel A' Open Space and Streetscape Master Plan for Hunters Point Shipyard is a consolidated plan representing and superseding three previous planning documents:

1. Phase I Open Space Plan (8 November 2004)
2. Addendum 2: Phase I Open Space Design (29 April 2005)
3. Addendum 1: Streetscape Plan (17 August 2005)

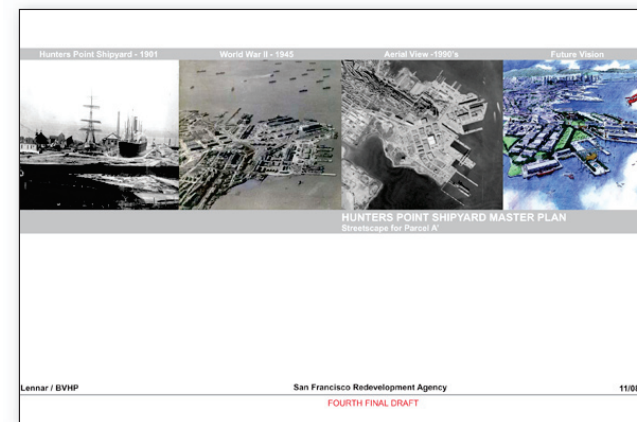
Produced by SMWM, CMG, Stevens Associates, and Hood Design for Lennar/BVHP, these three previous plans detailed the planning process and conceptual level principles behind the Phase I Parcel A' open space and streetscape designs. The consolidated Plan now illustrates updated open space and streetscape design concepts for the Hilltop and Hillside. As a conceptual-level master planning document, it establishes the foundation for subsequent design specifications.



Phase I Open Space Plan



Addendum 2: Phase I Open Space Design



Addendum 1: Parcel A' Streetscape Plan



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# Executive Summary

**In 1993, the San Francisco Board of Supervisors designated the Hunters Point Shipyard as a Redevelopment Survey Area. Following an extensive community planning process that resulted in the Hunters Point Naval Shipyard Redevelopment Plan, the Redevelopment Agency Commission selected Lennar/ BVHP as the primary developer for the Shipyard in 1999. With its extensive open space opportunities, Phase I is a critical first step in creating a public realm that reconnects the former base with the community.**

**Extending the street and open space network of the Bayview Hunters Point neighborhood to the Bay, the Shipyard will provide unprecedented access to open spaces, air, and water for the benefit of surrounding communities and the region.**

With unparalleled views, an excellent climate, complex topography, and rich human history, the Hunters Point Shipyard Redevelopment Project Area provides an extraordinary setting for a new community. Created within the legal framework of the Redevelopment Plan and the Design for Development, a clear, comprehensive, and coordinated open space and streetscape plan is essential to the development of a new neighborhood in Phase 1 and its successful relationship to the final, mixed use build out of the entire Shipyard.

The Phase I Parcel A' Open Space and Streetscape Master Plan (herein "the Plan") highlights the redevelopment context, the overall vision and planning framework, open space design concepts for Hilltop and Hillside, and the streetscape plan. In formulating the Plan, a team of experts in urban design, landscape architecture, engineering, and economic analysis worked side by side with the Redevelopment Agency. Numerous meetings were held to ensure the feasibility and suitability of the Plan. Additionally, at every step of the way, the team met with members of the Land Use, Planning and Transportation Subcommittee of the Hunters Point Shipyard Citizen's Advisory Committee (CAC) for their input and continued feedback on the process and design concepts.

The following pages address both a long-term vision for open space at the Shipyard and extensive details on the Phase I development. Since Parcel A' is the first portion of the Shipyard available for redevelopment, the Plan focuses on Parcel A' opportunities for recreation and open space, while also establishing the parcel's relationship to the Shipyard's long-range vision and the needs of the community. By identifying community linkages and overall neighborhood amenities, the Plan acknowledges its place in the larger Bayview Hunters Point context.





Located in the southeastern section of the City, San Francisco's Bayview Hunters Point neighborhood is the setting for Hunters Point Shipyard. Bayview Hunters Point includes the land generally bounded by Cesar Chavez, Highway 101, the San Francisco Bay and the county line. Mixed use residential neighborhoods and industrial uses predominate. The area boasts several miles of Bay shoreline, undulating topography with three distinct hills, and frequent sunny days.

## Context

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## The Physical Space

The Shipyard encompasses 500 acres. The Navy divided the development area into parcels, which are labeled in Figure 1. In order to redevelop the parcels as they are transferred, the Plan for the Shipyard calls for a phased approach. Phase I includes Parcel A'.

The majority of the Shipyard is flat. Over time, the Navy used fill to expand the Shipyard into the Bay. The articulated edge of this flat expanse, notched with piers and dry docks, signals the artificiality of the filled site. In contrast, Parcel A' contains most of the site's hills. A band of steep hills and bluffs extends from Bayview into the north sector of the Shipyard. This promontory culminates in a knoll that rises above the filled flats. Significantly graded over time, the hill's original slope and vegetation no longer remain. However, it continues to provide outstanding regional views and a form which recalls the site's earlier configuration.

This Plan focuses on the open space and streetscape components for Parcel A', as it will be the first site available for redevelopment. It is an important first step within a larger framework of meaningful community-serving open spaces across the Shipyard. Parcel A' includes two sectors, Hilltop and Hillside, 45 and 19.5 acres respectively. Both of these sectors will be primarily residential neighborhoods with a mix of housing types that attracts a diverse community. Although addressed in separate chapters, the open space and streetscape components are carefully coordinated. They complement each other and create a cohesive network of public spaces and parks, as well as anticipating relationships with future buildings in Phase 1. This approach extends the direction established by the Design For Development.

Also under the guidance of the Design for Development, the streets and open spaces of the entire Shipyard have been coordinated as part of a larger whole. While this plan addresses only Phase I, the streets and spaces of Parcel A' will connect seamlessly with the infrastructure, spaces, and buildings of Shipyard Parcels B through E in later phases. This comprehensive outlook extends to the neighborhood and the city—the plan conceives of the Shipyard as part of a larger system of streets, parks, open spaces, and recreational opportunities in the Bayview Hunters Point neighborhood and San Francisco. As such, in developing this Plan, the community's needs and preferences were considered to form solutions for the Shipyard that foster a sense of inclusion and community spirit. The overall concepts for the vision and approach are introduced in the following chapter "Open Space Framework".



Figure 1. Hunters Point Shipyard parcel map with Phase 1 Parcel A' development

Figure 2 shows Parcel A' and the Shipyard open space network in the context of some of adjacent open space and recreational areas in Bayview Hunters Point. Located to the southwest of the project area, Yosemite Slough is a significant resource for the area, as is the Candlestick Point State Recreation Area. Both provide vital habitat for the regional ecological system.

## Open Space Funding Opportunities

The Plan was developed through an extensive public process. It includes significant input from the City, the San Francisco Redevelopment Agency, and other jurisdictional agencies to ensure its viability. The intent of the Plan is to provide realistic and feasible phasing and design concepts that will lead to real, community-responsive parks.

## Open Space Capital Costs and Funding

The Disposition and Development Agreement (DDA) for Phase I development between Lennar/BVHP and the San Francisco Redevelopment Agency, dated 2 December 2003, contains significant safeguards to ensure timely development of horizontal – i.e., infrastructure – components. The DDA includes a completion guarantee, backed by Lennar Corporation, and a schedule of performance. The DDA defines safeguards and protections guaranteeing the completion of the horizontal, open space and streetscape improvements. A budget has been established per the DDA that will be the basis of the funding of the Plan improvements by Lennar/BVHP. Lennar/BVHP is required to phase the construction of the Plan with the development of the vertical construction, in accordance with the DDA.

## Open Space Operating/Maintenance Costs and Funding

Ongoing operating and maintenance (O&M) funds for the open space will be generated through a Community Facilities District (CFD) created specifically for this purpose prior to the sale of the first land parcel. Similar to the Mello-Roos CFD to fund public infrastructure capital costs, this O&M CFD assessment will be added to each property owner's property tax bill. Revenue from the O&M CFD will fund the cost of maintaining and operating the open space. Such funds will ensure that the open space program is maintained at levels comparable to other San Francisco Redevelopment Agency-owned and operated parks.



Figure 2. Hunters Point Open Space network plan showing the regional open space system and potential future shoreline public access areas

## Open Space Phasing Plan

The construction of open space areas must be synchronized with the horizontal and vertical construction. The phasing outlined below will minimize damage to open space areas caused by ongoing construction activities. Lennar/BVHP will use the following approach to maximize the long-term success of the open spaces in the Plan. Lennar/BVHP will:

- Clear the entire Phase I site, including future open space areas, during the demolition phase of development.
- Grade the Hilltop and Hillside areas to form paths, park pads, and other horizontal features. Construct retaining walls and sub-drainage systems.
- Fine grade, plant and install pathways in areas not scheduled for further horizontal or vertical construction (generally the steep slope areas below the Hilltop and Hillside).
- Grade and hydroseed open space areas within the Hilltop and Hillside during ongoing horizontal infrastructure installation, to help stabilize the land and prevent erosion. At this phase, all the parks, pocket parks, and other open space areas will be clearly delineated by these grading improvements. After all major horizontal infrastructure construction is completed, lots will be sold to vertical developers for construction.
- Plant deferred improvements including grass, trees, and shrubs, and install driveways, sidewalks, ramps, irrigation systems and street furniture (such as benches, lights, and trash receptacles), associated with the Phase I streetscape, after the roadways and utilities have been installed. These deferred improvements will be phased near the completion of adjacent vertical construction, to avoid damage.
- Install or arrange for the installation of all public surface treatments including plants, trees, paving, irrigation systems and equipment, associated with the Phase I open spaces. The construction of Galvez Steps will be phased with horizontal improvements. The planting of bluff areas will be phased with adjacent vertical construction. Pathways in the bluff areas will be built per accessibility requirements to support vertical construction and open space improvements.
- The schedule for the delivery of specific parks includes:

Innes Court: 120 Calendar Days after Innes Avenue, from Friedell Street to Coleman Street, is completed

Hillpoint Park: 120 Calendar Days after Innes Avenue, from Friedell Street to Coleman Street, is completed

Pocket Parks: 120 Calendar Days after adjacent vertical construction is completed

Hillside Central Park: 120 Calendar Days after Oakdale Avenue, from Griffith Street to Navy Road, is completed.

Private open spaces such as yards, will be constructed by the vertical developer upon substantial completion of the vertical improvements. This will ensure that the vertical developer's staging and construction activities do not interfere with or destroy any open space plantings and equipment.

## Design for Development

The Design for Development outlines the design objectives, contains the development standards, and specifies the urban design guidelines that apply to all new construction within the project area. The Hunters Point Shipyard Design for Development was first approved by the San Francisco Planning Commission. It was updated and amended in January 2005 to reflect detailed planning and site design work completed since its initial adoption. Further refinements of the amended version are contemplated for the fall of 2006. This Plan complements the Design for Development by providing a comprehensive and detailed concept for the Shipyard open spaces while reinforcing the Design for Development's spirit and intent.

The design objectives of the Design for Development for the Shipyard include:

- Achieve a balance between the preservation of natural resources and development.
- Provide continuity with the community's history and culture by conserving and enhancing historic resources.
- Maximize the opportunities for views within the development and promote the preservation and enhancement of views from the adjacent sites and neighborhoods.
- Promote harmonious composition and transition among building

masses, open spaces, materials, colors and textures.

- Achieve a pedestrian and bicycle circulation system that connects activity areas and open spaces, provides public access to the shoreline, and is safe, efficient and convenient.
- Incorporate quality landscape elements that advance harmonious landscape design throughout the Shipyard.
- Integrate spaces and building forms with the topography of the building sites.

The Shipyard Design for Development includes recommendations for both public and private open space. For each dwelling unit, the Design for Development calls for usable, easily accessible open space—which can include outdoor spaces such as yards, decks, balconies, porches and roofs—according to the following specifications:

Blocks 1, 2, 3, 5, 6, 9, 12, 49, 50, 51, 52, 53, 54: 80 sf minimum

Blocks 4, 7, 8, 10, 11, 13, 14, 46, 47, 56, 57: 100 sf minimum

Blocks 48, 55E and 55W: 125 sf minimum

Additionally, common open space can be substituted for these standards at the developer's choice.

The Hilltop and Hillside areas are specified as Area #1 in the Design for Development. In concordance with this Plan, the Design for Development recommends a park at the east end of the Hilltop and a series of pocket parks to serve the residential neighborhood. In addition, Hillpoint Park holds special priority in the Design for Development: Figure 17 summarizes the guidelines for Hillpoint Park as a regional park serving all age groups and a wide variety of uses.



Figure 3. Design for Development: Block Map  
Source: Hunters Point Shipyard Design for Development, 2006

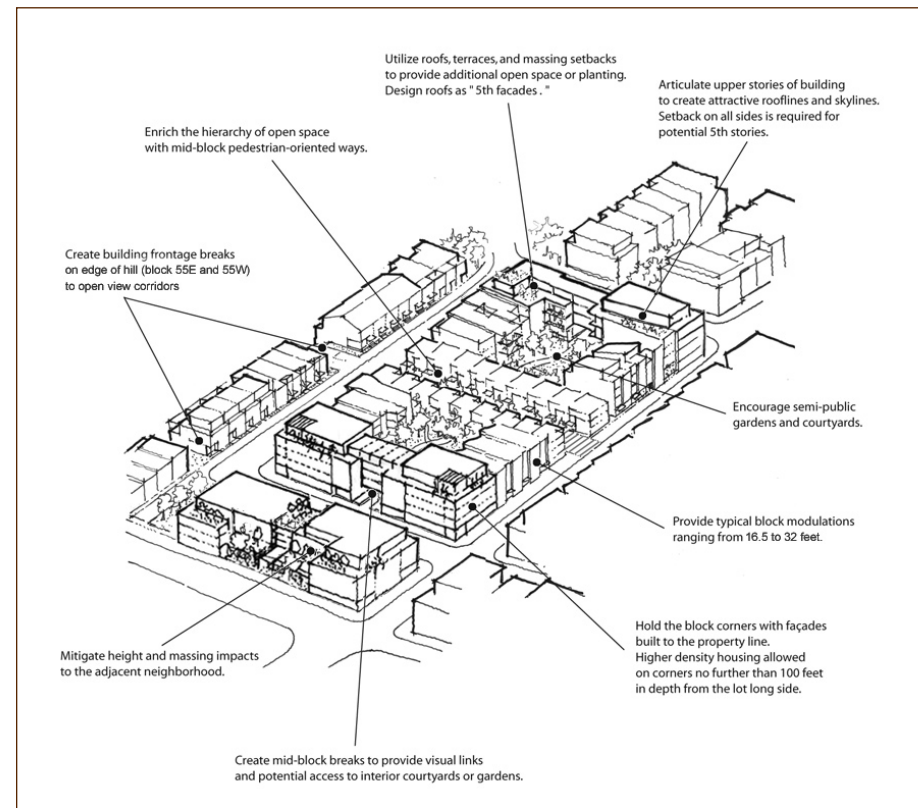


Figure 4. Design for Development: Hilltop Urban Design Guidelines  
Source: Hunters Point Shipyard Design for Development, 2006

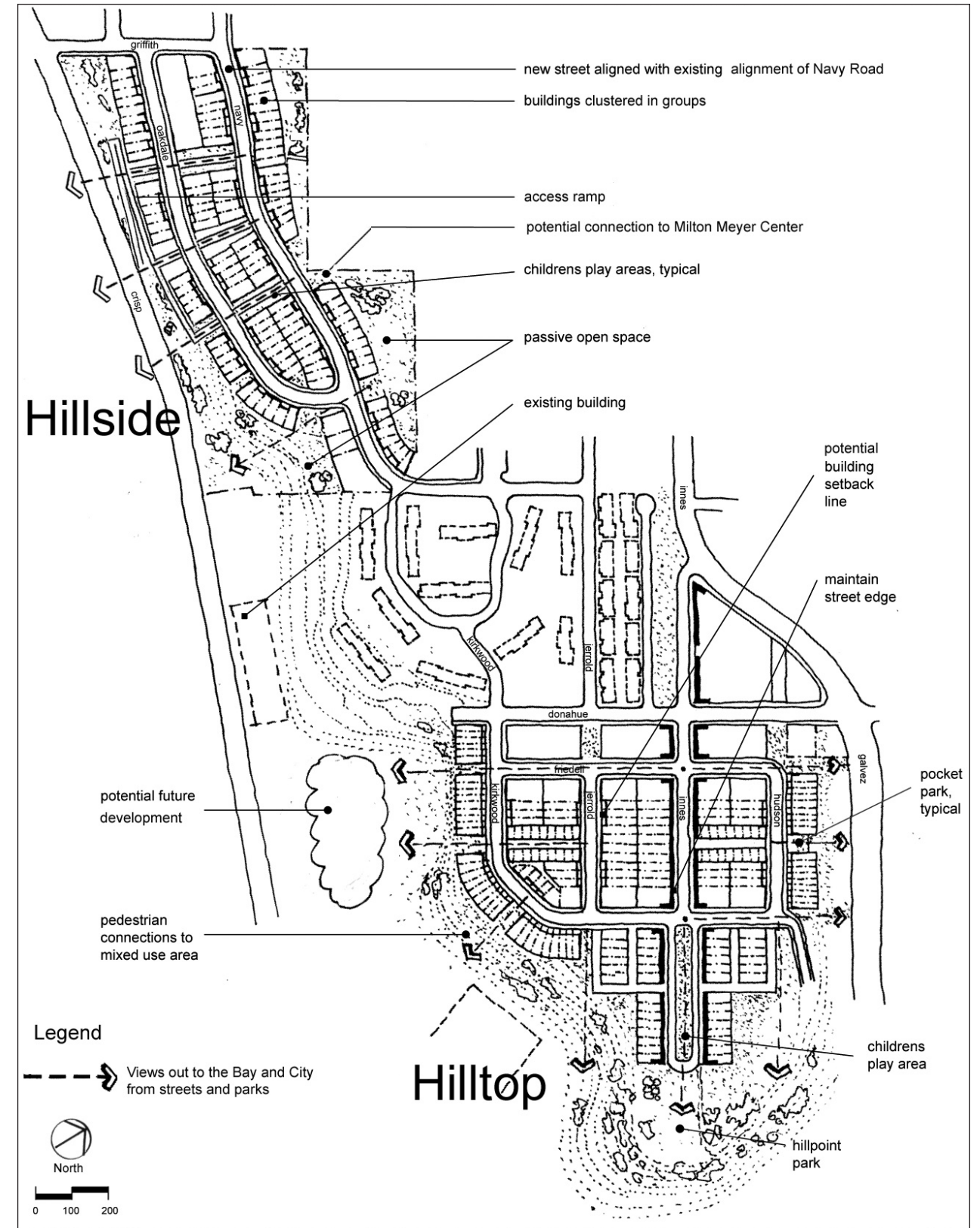


Figure 5. Design for Development: Hilltop and Hillside Urban Design Concept Plan  
Source: Hunters Point Shipyard Design for Development, 2006

## Other Open Space Initiatives

In addition to the Hunters Point Shipyard Phase I Parcel A' Open Space and Streetscape Master Plan, a number of other initiatives have been completed, or are underway, for the Shipyard and for the larger Bayview Hunters Point neighborhood. The Bayview Hunters Point Project Area Committee advises the Agency on its proposed Bayview Hunters Point Redevelopment Plan. The Committee, in their 2020 Community Revitalization Concept Plan, discusses numerous open space and waterfront proposals to guide the improvement, maintenance and programming of publicly-owned open space in the proposed Bayview Hunters Point Project Redevelopment Area. The program strives to coordinate with local and state agencies regarding other open space resources in the Bayview area, including potential open space land along the waterfront of the San Francisco Bay, India Basin, South Basin and Yosemite Slough.

San Francisco's Neighborhood Parks Council (NPC) is developing a "Blue Greenways" program to coordinate the development of the Bay Trail and other community linkages throughout the southern waterfront. The NPC seeks to create a "green" corridor for activity and discovery along the Southeast shore of San Francisco. The trail, while connecting the existing parks from McCovey Park to Candlestick Point State Recreation Area, will fulfill San Francisco's southeastern portion of the larger, Association of Bay Area Government (ABAG)-sponsored Bay Trail project. The trail will provide a much-needed resource that is easily accessible for exercise, recreation and enjoyment of art and open space in the area.

Restoring both the environment and building parity for the Bayview Hunters Point community are two of the objectives of the Yosemite Slough Watershed Project Collaborative (the Collaborative). Through the Yosemite Slough restoration project, the Collaborative aims to create an integrated South Basin Yosemite Slough park encompassing Candlestick Point State Recreation Area, South Basin, Yosemite Slough and the southern shoreline of Hunters Point Shipyard. The project is a joint effort among several groups, including Arc Ecology, Alliance for a Clean Waterfront, Bayview Hunters Point Community Advocates, Clean Water Fund, Golden Gate Audubon Society, Literacy for Environmental Justice and the University of San Francisco. As part of this project, the Collaborative has conducted a public solicitation process for a design to develop and several public workshops with the selected designer to develop a conceptual plan for a shoreline park at Parcels E and F on the Shipyard, including a conceptual master plan for a waterfront park with stormwater treatment wetlands.

As part of its ferry transit service expansion study, the San Francisco Bay Area Water Transit Authority (WTA) has identified a number of potential ferry terminal locations to provide commuter and recreational access throughout the Bay Area. The current scope of this study includes assessments of terminals at Mission Bay and at Oyster Point in South San Francisco. Hunters Point Shipyard is also identified as a route for future study. In addition to representing a potential boost in economic benefits and a sustainable mode of transit, ferry service would enhance city-wide and regional access to the Shipyard, contributing to the continuity of an overall open space network that is linked on land and water. As development at the Shipyard progresses, the WTA will continue to evaluate demand for services, update ridership studies, and provide technical assistance for planning ferry service to and from Hunters Point Shipyard.

For nearly 40 years, the San Francisco Bay Conservation and Development Commission (BCDC) has provided regulatory control over the San Francisco Bay and the first 100 feet of land along the shoreline. BCDC is charged with ensuring maximum feasible public access to the shoreline within these 100 feet. This Plan's open space vision for the Shipyard includes waterfront areas in the long-term and continuous public access to the shoreline.

A flexible and incremental framework recognizes the reality of Phase I in the short term. It also provides significant opportunities to address future community needs, accommodates interfacing with subsequent phases, and incorporates public initiatives such as the Cultural Historic Recognition Program (CHRP). A layered palette of landscape types and linkages weaves together public and private open spaces, streets, and structures.

## Open Space Framework

Phase I Concept and Vision

8

Cultural and Historic Recognition Program

10

# Phase I Concept and Vision

The plan for Parcel A' (Figure 6) calls for a frame of distinct "places" and provides the new neighborhood with many activities for a variety of users. A network of residential streets, with planting schemes and art installations at key sites, ties together the different housing types of the Hilltop and the Hillside.

Innes Court is a linear plaza and park with a series of passive and active spaces leading toward Hillpoint Park. The main public space of the neighborhood is where the end of Innes Court meets Hillpoint Park in a large plaza. Hillpoint Park offers the best views of the Bay and the City. Its prominent location is suitable for passive recreation as well as special gatherings.

Numerous terraces on the ridge also afford tremendous views. These overlooks are a mix of paved areas and softly landscaped edges; they create intimate spaces within which to pause, gather in small groups and enjoy the panoramas. The new Hilltop neighborhood is connected to the flat areas of Parcel B and B' with the Galvez Steps, a network of paths and a ridge trail surrounded by replanted native scrub and shaded by historic and new oak trees and eucalyptus groves.

Children will be able to enjoy playgrounds and tot-lots both on the Hillside and the Hilltop, and a series of community gardens will create additional safe spaces to gather and socialize. A system of open spaces and pocket parks promotes connectivity, ensure clear views to the Bay, and offer intimate spaces for relaxation, gathering, and frequent play.

The long-term plan (Figure 7) locates the neighborhoods in the larger context of the Hunters Point Shipyard. The history of the site is expressed by a complex network of narrative paths, interpretive points, and a series of art installations telling the story of a rich and layered past. Such opportunities would be organized through the Cultural and Historic Recognition Program, illustrated on pages 10-12 and 20.

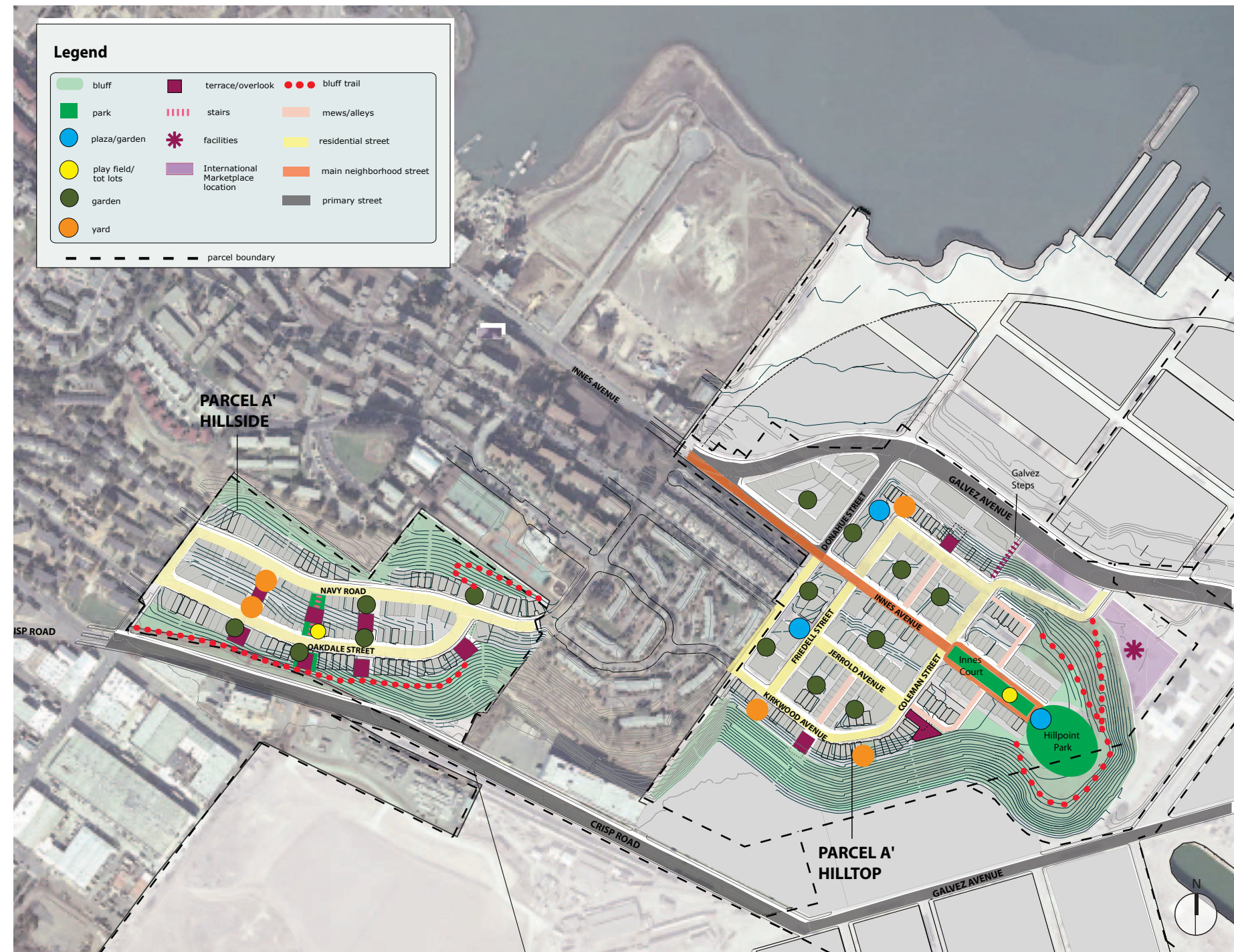


Figure 6. Phase I open space concept diagram for parcel A'





Figure 7. Phase I long term open space vision

Many opportunities for education, recreation, and CHRP elements can be incorporated through art interventions, streetscape elements and special public spaces. A waterfront promenade could become a narrative centerpiece of the Shipyard, together with a linear walk connecting Parcel A' to the shoreline. A promenade could also accommodate an exciting recreational program including biking, jogging, walking and picnicking while enjoying the stunning views of the San Francisco Bay.

The new waterfront park could be used by residents and regional users alike and would be linked by a section of the Bay Trail to other historic destinations in the region. Though based upon future funding efforts, this overall concept is the framework around Parcel A' and its public realm.

# Cultural and Historic Recognition Program

Components of the Cultural and Historical Recognition Program (CHRP) complement the Open Space and Streetscape Plan. Points of convergence between the two programs build synergy for the landscape and streetscape environments. A layered approach will best express the long and varied history of the Shipyard: from the original Ohlone settlements through the African-American community that predominates in Bayview Hunters Point today.

The CHRP looks at ways of telling the story of the Shipyard and the Bayview Hunters Point neighborhood through interpretive features. Features might include kiosks, plaques, and signage; street furniture; plantings; special places for memorialization; and art. Local artists could participate in the process by creating some of the proposed installations. The story of the site's physical transformation through landfill and expansion into the Bay could be featured in historical markers of the original shoreline. Figure 8 illustrates some of these possible CHRP elements and potential locations. Key topics for interpretation could be the integration and expansion of the workforce, innovations in social service, migration and resettlement, and wartime mobilization.

In addition to this overall CHRP vision, this Plan illustrates potential locations for incorporation of CHRP and Art Program elements in Phase I Parcel A' as well as the locations of specific CHRP components that are required for Phase I by the DDA. The DDA requirements and these opportunity sites are described in the following Open Space section.

The International African Marketplace provides opportunities for highlighting Bayview Hunters Point culture through art programs, specialized vendors, and distinctive architecture. The International African Marketplace will be the subject of further design studies.

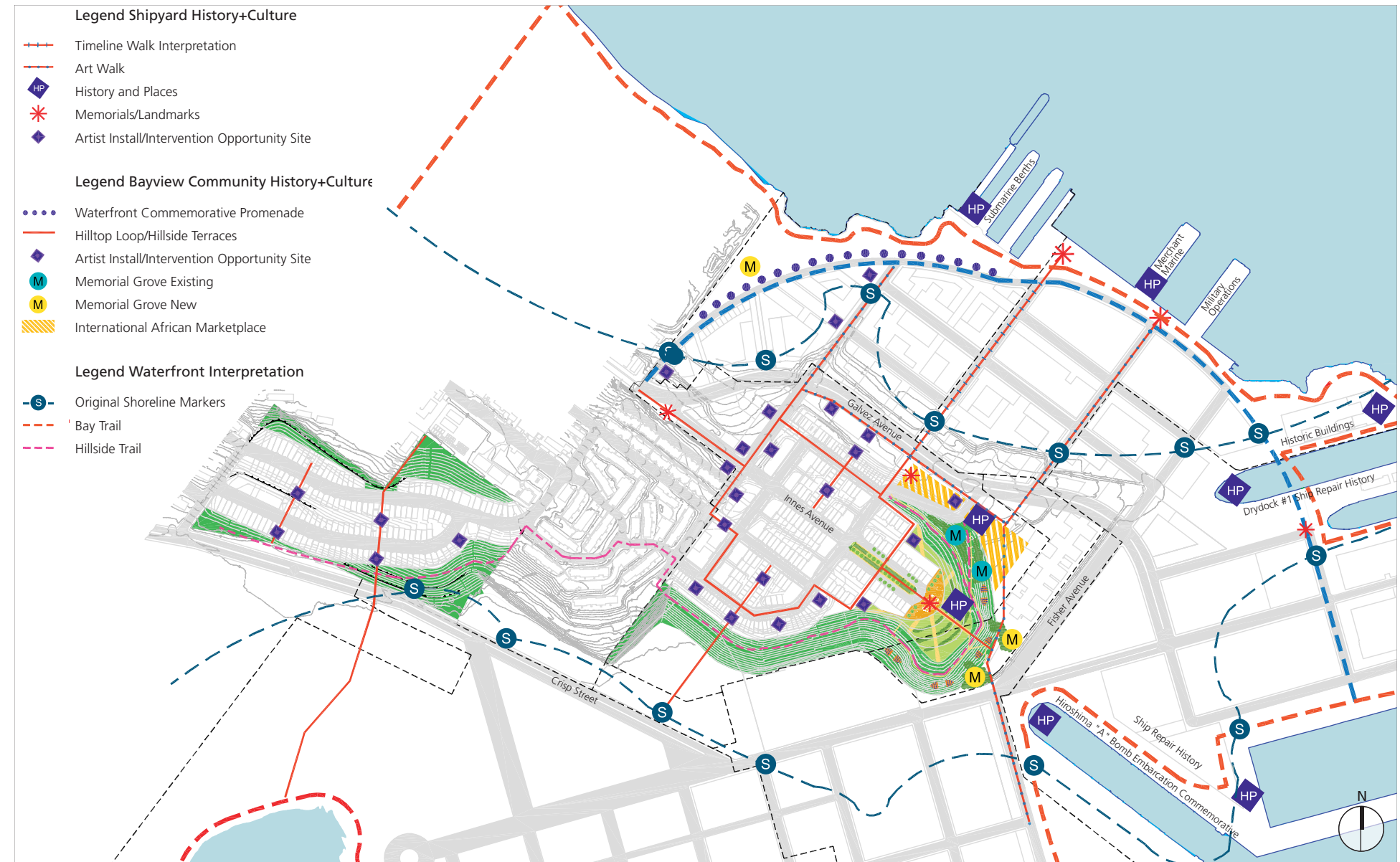


Figure 8. Potential Cultural and Historic Recognition Program (CHRP) opportunities



Figure 9. Cultural and Historic Recognition Program Composite 1

The Plan provides a range of options for the CHRP’s implementation in Phase I and subsequent phases, providing on funding opportunities. Approaches for CHRP features include a timeline of the site’s history, from Ohlone settlements through decommissioning. Interpretive elements could illustrate the stories of the people of the Shipyard, the ship repair workers of the past and artists of today.

The following composite pieces include some preliminary information on possible CHRP features that were shared with the CAC in order to initiate the discussion on the program’s potential. These collages are from a larger body of background research, the CHRP report *Remembering Our Past for the Future*, produced July 2004. This CHRP research presentation detailed the social history and physical legacy of the Shipyard and the layers and traces that persist. This rich palimpsest of the past, as well as key historic and social issues, can be incorporated through CHRP into the open spaces of the Shipyard for lasting recognition, education, and appreciation.

Composite 1 includes a range of ideas for interpretive elements and suggestions for the themes, events, and significant people that could be commemorated in this program, as well as examples of other places that include representative cultural and historic interpretive programs.

Composite 2 provides some additional ideas for the CHRP, including a shoreline walk that would commemorate neighborhood churches or significant events in African-American history.

# CULTURAL HISTORICAL RECOGNITION PROGRAM

(Stevens + Associates)

*"Remembering a past for the future"*

**TRIPLE HERITAGE  
OF COMMUNITY**  
African Diaspora  
Southern USA Origins  
West Coast Migration

**SHIPYARD  
HISTORY +  
CULTURE**

**Interpretation  
Transformation  
Participation  
Collaboration  
Communication**

## **FACTUAL CHRONOLOGY: Timeline of Events**

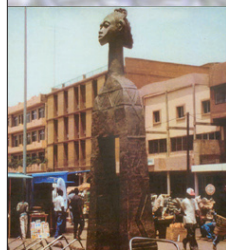
Indian Settlements, Spanish Landgrant, Navy Encampment, Gold Rush,  
1900, 1940, 1960, Decommissioning, Caretaking, Redevelopment

## **ANECDOTAL NARRATIVES: Stories of People, Places**

**Families, Churches, Community Centers, Struggles,**  
Community, Activities and Activists, Labor Movement Rights,  
Civil Rights, Peace Movement, Anti-War Movement, Existing Artists

## **EXAMPLES: Entry Pylons, Flags, Banners, Sculpture, Obelisks,**

**Paving, Walls, Fences, Planting, Trails, Murals, Arcades,**  
**Shipbuilding Fragments, Marketplace, Events, Parades, Street Names,**  
**Place Names, Crosswalk Colors, Signage, Shoreline Archaeology Trace**



African Sculpture

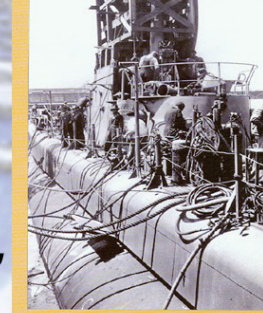


Ship Repair Fragments

**A PLACE IN HISTORY**

The Shipyards have played a critical role in the development, growth and evolution of the city.

- 1887 California Dry Dock Company located at the Shipyards
- 1925 U.S. Navy purchased and expanded Hunters Point; Shipyards area is critical area in WWII war effort; many B-29 Superfortresses were repaired
- 1945 U.S. Navy closes Shipyards leaving many B-29 residents without jobs
- 1982 Shipyards designated a Redevelopment Survey Area; Chinese Laborers Committee (CLC) and Project Area Committee (PAC) formed
- 1997 Hunters Point Naval Shipyards Redevelopment Plan adopted
- 1999 Lennar/CH2M selected as primary developer



Shipyard Timeline



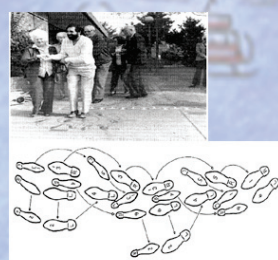
Sidewalk memorials  
New York, New York



African Garden  
Brooklyn, New York

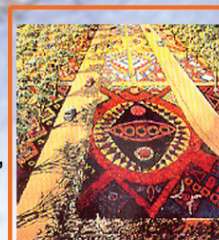


Bricklayer, Shipyard  
Worker Metaphor  
Cambridge, Massachusetts



Dancer's series: Steps

**POSSIBLE HONOREES:**  
Mrs. Westbrook  
Dr. Coleman  
Betty McGee  
Black "Rosie the Riveter"  
Martin Luther King  
R. R. Pullman Porters  
Mrs. Garlington



Safari Park Hotel  
Nairobi, Kenya



Riverwalk  
Memphis, Tennessee



Japanese American  
Historical Plaza  
Portland, Oregon

Figure 10. Cultural and Historical Recognition Program Composite 2

As Parcel A' implementation moves forward, these open space design concepts for the Hillside and Hilltop are first steps toward schematic design. This section first introduces the overall program of open spaces in Parcel A'. The expanded design concepts provide greater detail on Hillpoint Park and trails, Innes Court, Galvez Steps, Hillside Central Park and walkways, and the pocket parks. The design concepts optimize grading, connectivity, accessibility and scenic experiences. The open spaces are key community and civic features for residents and visitors of all ages.

## Open Space Design Concepts

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## Overall Open Space Program

This section details the variety of open spaces within Phase One. All of these open spaces, including the pocket parks, will be owned and maintained by the San Francisco Redevelopment Agency.

The Hilltop open spaces include Hillpoint Park, Innes Court, the Galvez Steps, a system of pocket parks, adjacent bluffs and the network of trails and pathways that connect these spaces. Hillpoint Park is poised on the eastern bluff, overlooking the piers, Dry Dock 4, gantry crane and Bay beyond. Leading west from Hillpoint Park, Innes Court is a public plaza with a mix of paved, grass, and garden areas for a range of activities in an intimate, flexible layout. The connection between Hillpoint Park and Innes Court offers a progression of active and passive spaces and a plaza at the core of the neighborhood. Leading down the northern slope, the Galvez Steps is a tree-lined connection to the International African Marketplace and later-phase developments. The Hilltop concept provides additional pathways on the east side of the bluff to ensure universal accessibility from Galvez Avenue, the International African Marketplace, and the Galvez Steps area, while minimizing impact on preserved trees.

The Hillside features stepped, linear parks that traverse the tiers of residences along the sloped topography. The focal feature is Central Park, a major open space corridor at the center of the Hillside, which further integrates development on the hill with the overall open space network. Central Park's shape, fanning out to the waterfront, provides improved viewing opportunities and a larger and more usable space for the community on the north side of Oakdale Street. The design concepts for the Hillside reinforce parks as central community features, while also

addressing the grading challenges at narrow points. To accomplish access to and from Crisp Avenue below, the Hillside concepts combine a system of pathways with minimized retaining walls. These walkways and walls zigzag up the hill along the bluff, providing universal accessibility and a chain of garden plazas.

Pocket parks and plazas are additional spaces for public recreation in Hilltop and Hillside. The pocket parks will provide small, high quality spaces for contemplation, neighborhood gathering, and vistas. The parks will exhibit a variety of programming and character to add diversity to the entire open space system. The small parks will have soft and hard surfaces, plantings, and seating areas to create a network of public spaces for local use. Neighborhood community gardens could provide local residents with places to socialize and garden. Linear walks run through planted pocket parks where pedestrians can enjoy the landscape and views of the Bay.

Located above the native vegetation on the edge of the hill, a number of overlooks offer additional sweeping panoramas.



Figure 11. Phase I Illustrative Site Plan

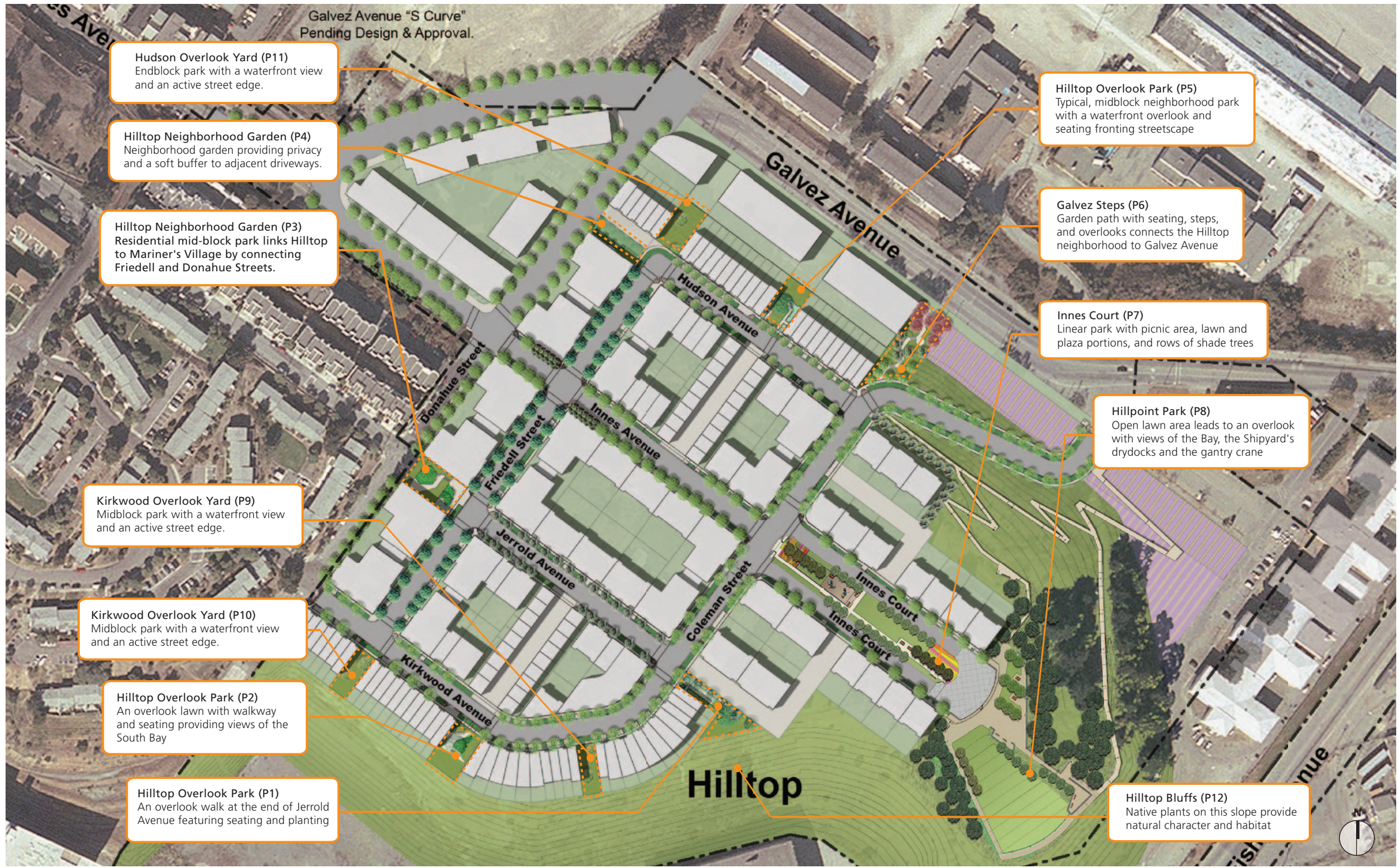


Figure 12. Hilltop Open Space Program





Figure 13. Hillside Open Space Program

## Accessibility

Accessibility is a major focus of the Plan and the design concepts of this consolidated version. Refined design concepts provide further accessibility and connectivity within the development and with existing or future adjacent areas. Ensuring access for all is a key part of a successful Open Space and Streetscape Master Plan.

In terms of accessibility, Phase I and Parcel A' is the most challenging area of the Shipyard. Establishing appropriate access was critical to creating linkages with the existing community in the first phase of development.

The design team, engineers, Redevelopment Agency, and City advisors, including the Hunters Point Task Force (housed at the Department of Public Works), worked intensely with Lennar/BVHP toward this accessibility goal. The result is site grading that minimizes street slopes. A network of accessible pathways through the open space completes the street network and provides alternate routes for the steepest grades. Figure 14 describes the proposed system of local streets and pathways and their connection to the wider network of city streets and public transportation.

The extended ramp system, which curves along the bluff, has been designed to augment the experience of the open space at the Shipyard. About a mile of scenic pathways, with outstanding and varied views, will link new parks and streets together. This will result in a richer public realm and ensure safe access to the sloped hill area.

Bicycle access is also an important component of enhancing connectivity to the Shipyard. A portion of the street along Innes Avenue and following onto Galvez Avenue will be striped and dedicated to a Class II Bicycle Lane to assign a portion of the right-of-way to bicyclists and reduce conflicts. The bike lane will connect to Bicycle Route 68 of the citywide Bike Plan. In addition, a shared Class III Bicycle Route will provide a connector route from Innes Avenue, through Innes Court, to Hillpoint Park. This particular corridor is a low volume street with slower speeds and there is ample opportunity for a car to safely pass a bicyclist. This bike route will be indicated with pavement markings and signage.

## Hilltop

Two access routes are available to Hilltop areas and Hillpoint Park. The first route leads to the Hilltop from Innes Avenue and Donahue Street, at the northeast gateway to the Shipyard. The second begins at the Galvez Steps area, where a sloped walkway will zig-zag along the bluff to connect the stairway to Hillpoint Park.

## Hillside

Built on steep terrain, the Hillside poses the greatest challenge to accessibility. The construction of homes requires a number of retaining walls that present additional complexities. The design integrates access ramps and retaining walls as part of the open space. A ramp starting at the corner of Griffith Street and Crisp Avenue provides accessibility to the area. Full accessibility is achieved by way of sidewalks with adequate slope and a second ramp which completes the connection to Earl Street and La Salle Avenue, the intersection near Mariner's Village.

In addition to ensuring accessibility within the Phase I development, the network of streets and ramps improves the accessibility of the existing Bayview Hunters Point community on the hill.



Figure 14. Phase 1 Parcel A Accessibility Diagram

## Potential Phase I Parcel A' CHRP and Art Program Opportunity Sites

The overall CHRP plan on page 10 (Figure 8) indicated a longterm vision for the incorporation of cultural and historic features and art installations in the open spaces of the Shipyard. Phase I Parcel A' has the potential for significant integration of CHRP and Art Program features, pending funding. CHRP elements and art interventions may potentially be accommodated in large public parks, small intimate gardens and terraces, and private courtyards or mews.

Figures 15 and 16 illustrate various potential sites for CHRP and Art Program features in Phase I Parcel A'. There may be other potential sites that are not identified here.

In addition, Figure 15 and 16 specify the locations of specific CHRP components that are required for Phase I by the Disposition and Development Agreement (DDA). Per the DDA, four elements of the CHRP program will be included in Phase I Parcel A'.

First, Hillpoint Park will include a location for the installation of 500 square feet of tiles created by the San Francisco Bayview Opera House program, in the vicinity of the Park's tot-lot and picnic area.

Second, a walkway will be created along the ramp that links the Hillpoint Park down to Galvez Avenue at the International African Marketplace. This walkway will incorporate space designated for three program items:

- A timeline of events that recognizes the inhabitants of the Shipyard from its earliest settlers to today. During the later phases of development, the timeline could be extended across Parcel B' to the waterfront.
- Anecdotal narratives to preserve the stories of the people who worked at the former Shipyard through oral, written, and illustrative works.
- Physical markers to incorporate into the Shipyard certain artifacts, representations or symbols of its early Native American inhabitants, Chinese inhabitants, the shipbuilding era, and the African Diaspora.

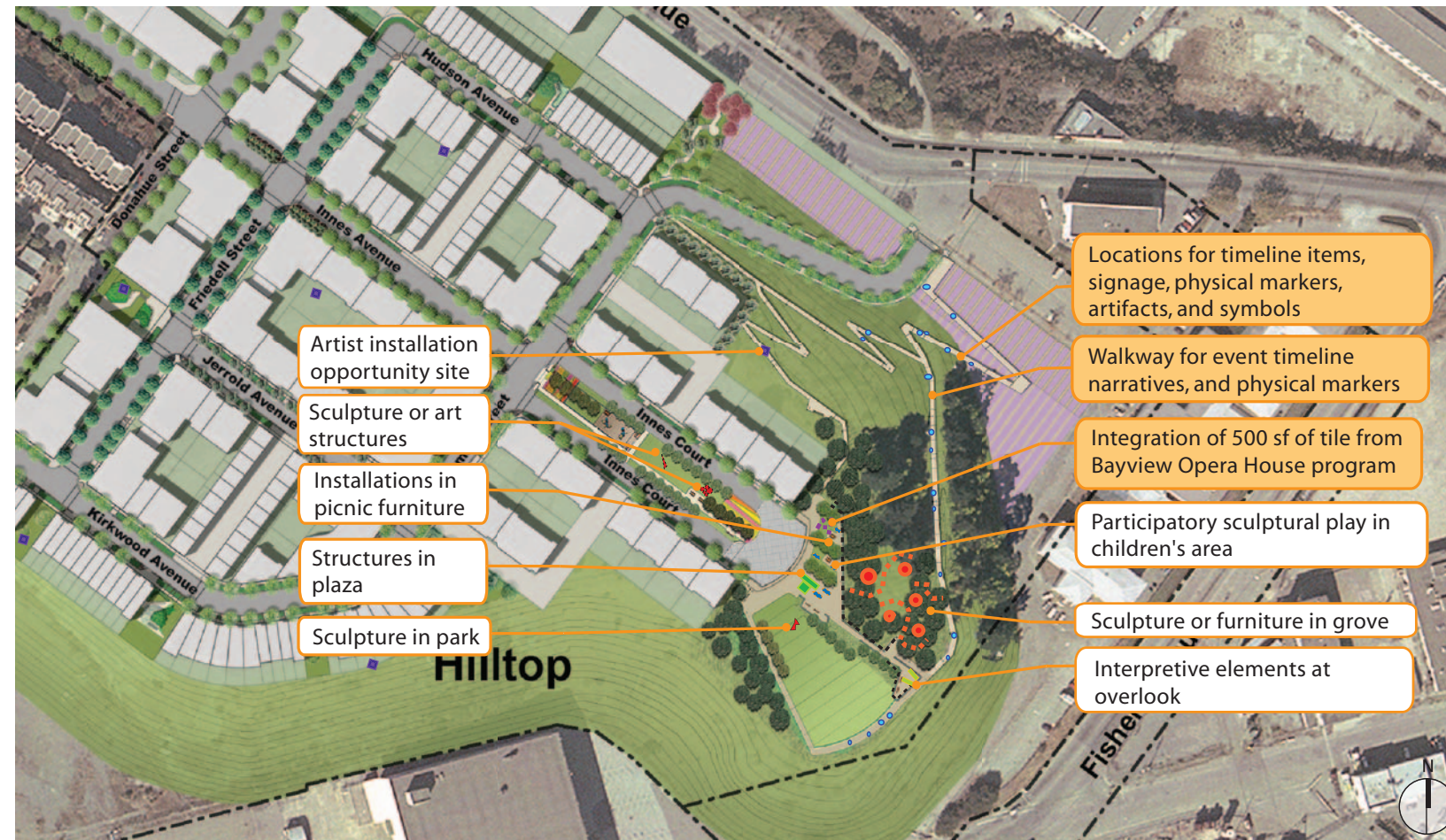


Figure 15. Potential sites for the incorporation of the CHRP and Art Program on the Hilltop. Orange items indicate Phase 1 Parcel A' CHRP features required by the DDA



Figure 16. Potential sites for the incorporation of the CHRP and Art Program on the Hillside

## Hillpoint Park and Trails

Hillpoint Park is one of the signature open spaces in the Shipyard. With its sweeping views of the San Francisco Bay and key location in the neighborhood, this park makes the most of its setting.

The large lawn areas provide for flexible use at the park and transition to the more natural bluffs of the hill. The park also benefits from the adjacent existing grove of trees, which is augmented with a series of wind rows and a new tree grove. The bluff trail wraps around the Hilltop through the bluff area, linking the park to the International African Marketplace below, Galvez Avenue, and the rest of the open space network.

The trees create a wind break and pleasant environment for all park visitors as well as habitat for the local ecology. Hillpoint Park will be an important site for the location of key, Phase One CHRP elements.

Program and Design Principles:

- Include passive recreation, well-maintained lawn, benches, clusters of trees and special views of the Bay
- Surround flat paved areas and soft zones with native vegetation
- Plant the bluff with native vegetation such as scrub and chaparral
- Connect Hillpoint Park to streets below with paths and stairways
- Organize a regional trail in a loop around the Hilltop
- Include a network of walks for pedestrian circulation
- Accommodate a ridge trail in some sections
- Create opportunities for the Art Program and the installation of interpretive features within the CHRP

Specific Phase One Parcel A' CHRP Elements:

- Locate and install 500 sf of tiles provided by the Bayview Opera House program near the children's play area and picnic spot
- Provide for a timeline walk from Hillpoint Park to Galvez Avenue, along the bluff accessibility ramp. Provide for locations for interpretive signage, art installations, and memorial features along the timeline walk. In later phases, the timeline could be extended to the waterfront

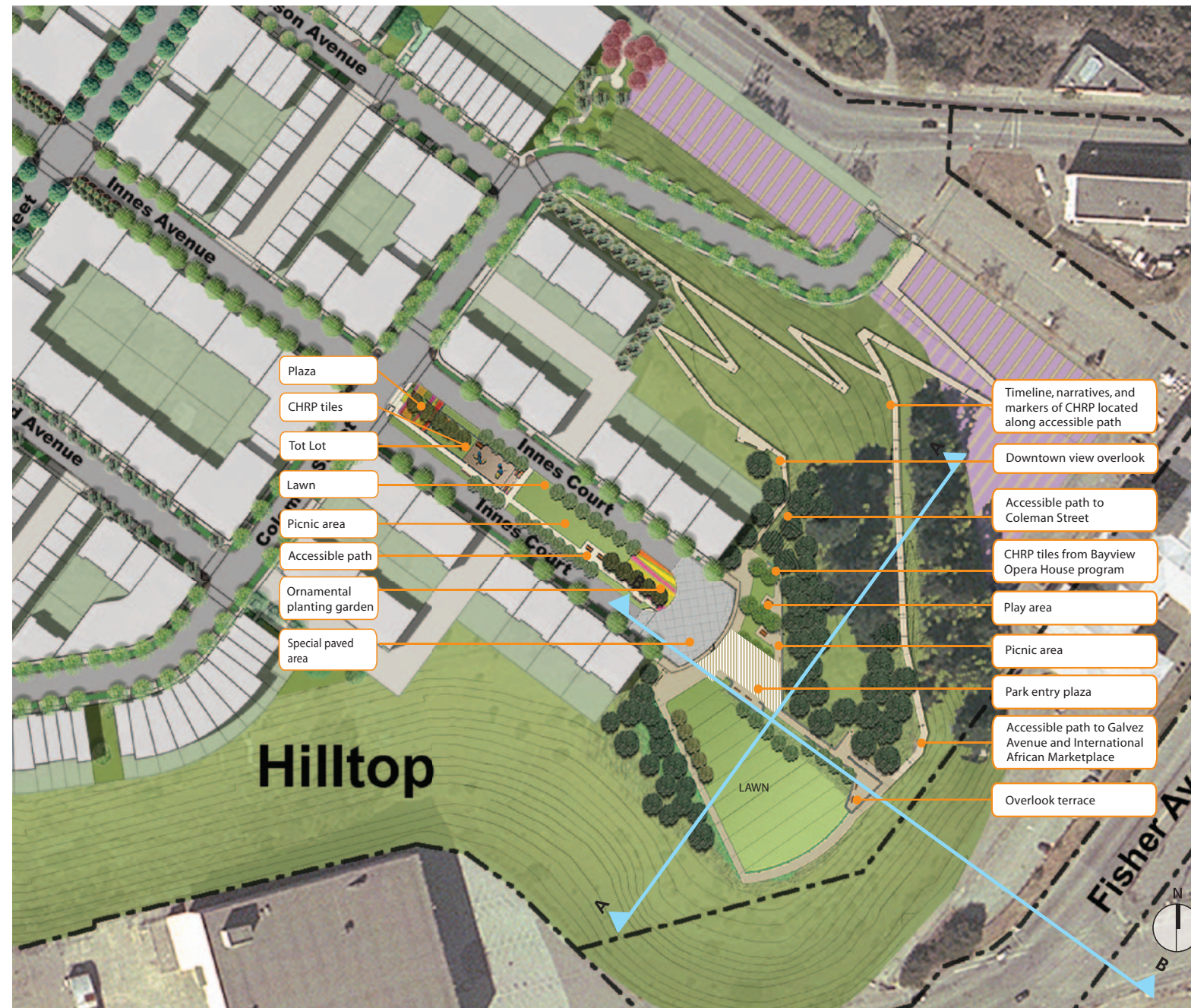
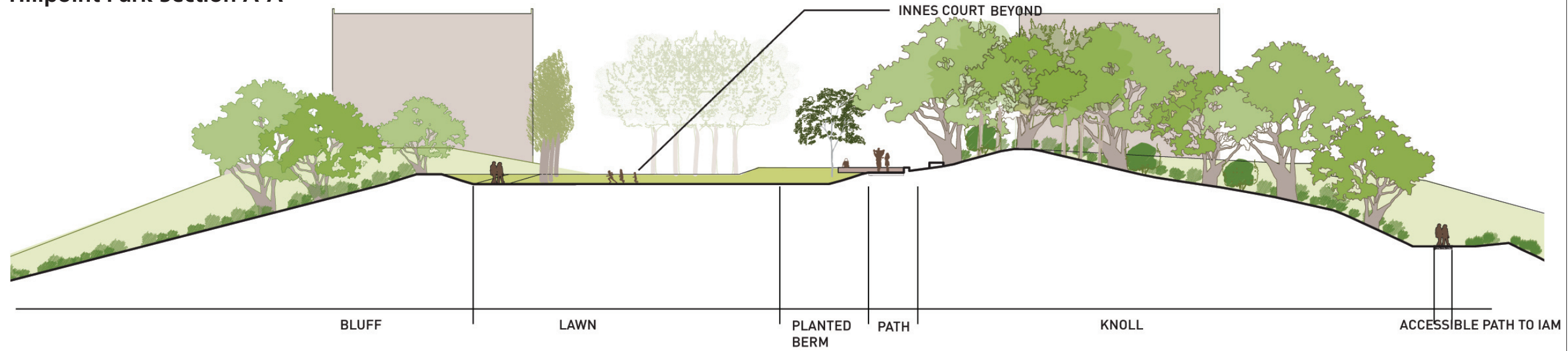


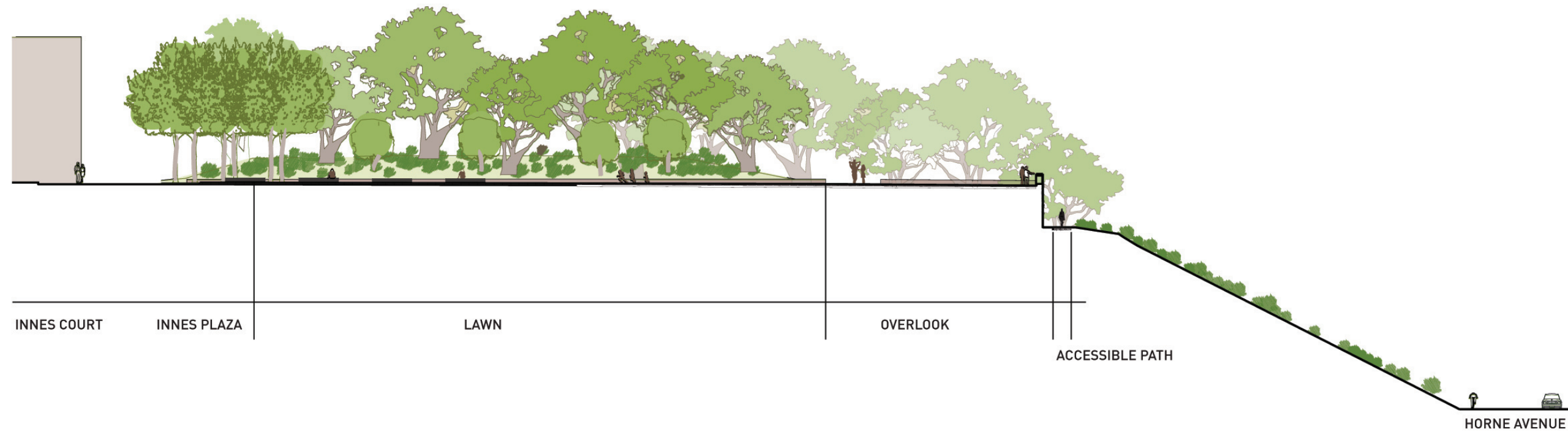
Figure 17. Hillpoint Park and Innes Court program elements

### Hillpoint Park Section A-A



Hillpoint Park Section Looking Northwest

### Hillpoint Park Section B-B



Hillpoint Park Section Looking Northeast

Figure 18. Hillpoint Park sections



Figure 19. View of Hillpoint Park from Innes Court



Figure 20. Precedent: Treatment for Innes Court



Figure 21. Hillpoint Park and Innes Court concept sketch, view from south

## Innes Court

Innes Court extends along Innes Avenue between Coleman Street and Hillpoint Park. A residential amenity, as well as a connection and gateway to Hillpoint Park, Innes Court forms a linear park between two flanking rows of homes.

Potential features of the park include a tot lot, lawn areas for informal play, benches, and lighting to provide an attractive and safe resting and walking experience. Trees are clustered to provide shade and visual appeal. Pedestrian paths link the various components of the park and provide a connection to the residential areas and the other open spaces. At the south end of the Court there is a direct connection across to Hillpoint Park. This is a plaza of grey, scored concrete special paver that allows for vehicular access. It facilitates the connection between Innes Court and Hillpoint Park, and also a more formal area for community gathering. Two wind rows of trees enclose a pedestrian path. Programmed spaces and play areas alternate with planted areas to create a lively and multi-use open space system.

Program and Design Principles:

- Linear park with soft and paved areas
- Tree rows along linear path
- Tot lots and flower gardens
- Areas for spontaneous gatherings and special events
- Opportunities for CHRP installations
- Paved crosswalks at key intersections
- Seating areas with benches and street trees
- Opportunities for CHRP interpretive elements and Art Program features

## Galvez Steps

The Galvez Steps are both a valuable component of site circulation and a neighborhood park. The descending grades are organized in a series of steps and landings with seat walls. Platforms contain trees, hedges, shrubs, ground covers, drought-tolerant plantings, and ornamental planting. Benches provide a place for respite for Hilltop residents, as well as users of the Galvez Avenue adjacent areas and open space. The steps will provide essential connections from the Hilltop neighborhood to Galvez Avenue and the Shipyard beyond.

Program and Design Principles:

- Planted at edges
- Combine stairs, landings, and seating areas
- Connecting across the topography through coordinated linkages with accessible paths
- Opportunities for Art Program integration and CHRP elements

## Open Space Lighting

Open spaces, pathways, and stairs will feature pedestrian-scale lighting that differentiates these spaces from the street and roadway network. The Lithonia Omero light has a downward illumination that will create comfortable spaces while guarding against dark sky pollution.



Figure 22. Galvez Steps illustrative plan



Figure 23. Open Space Lighting: Lithonia Omero Fixture



Figure 24. San Francisco stairs precedent



Figure 25. San Francisco stairs precedent



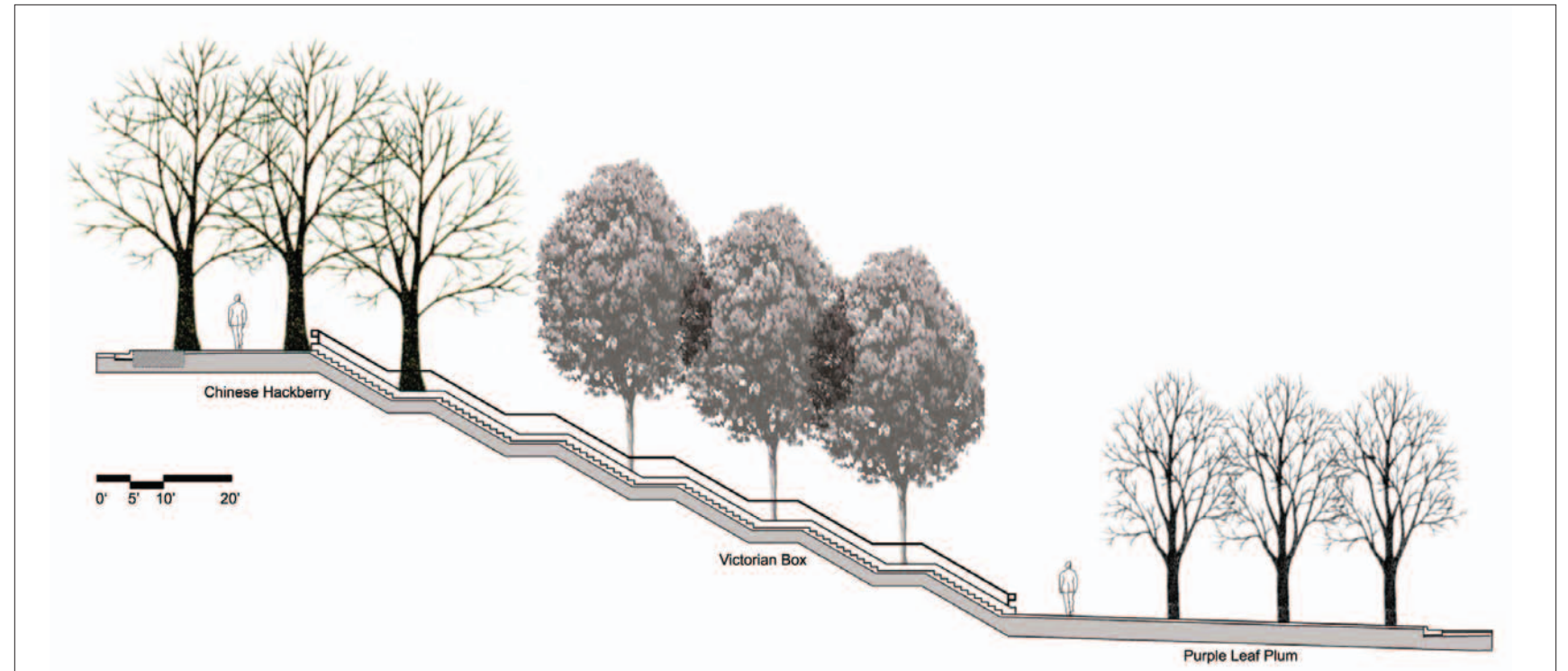


Figure 26. Galvez Steps cross section showing tree planting and landing series

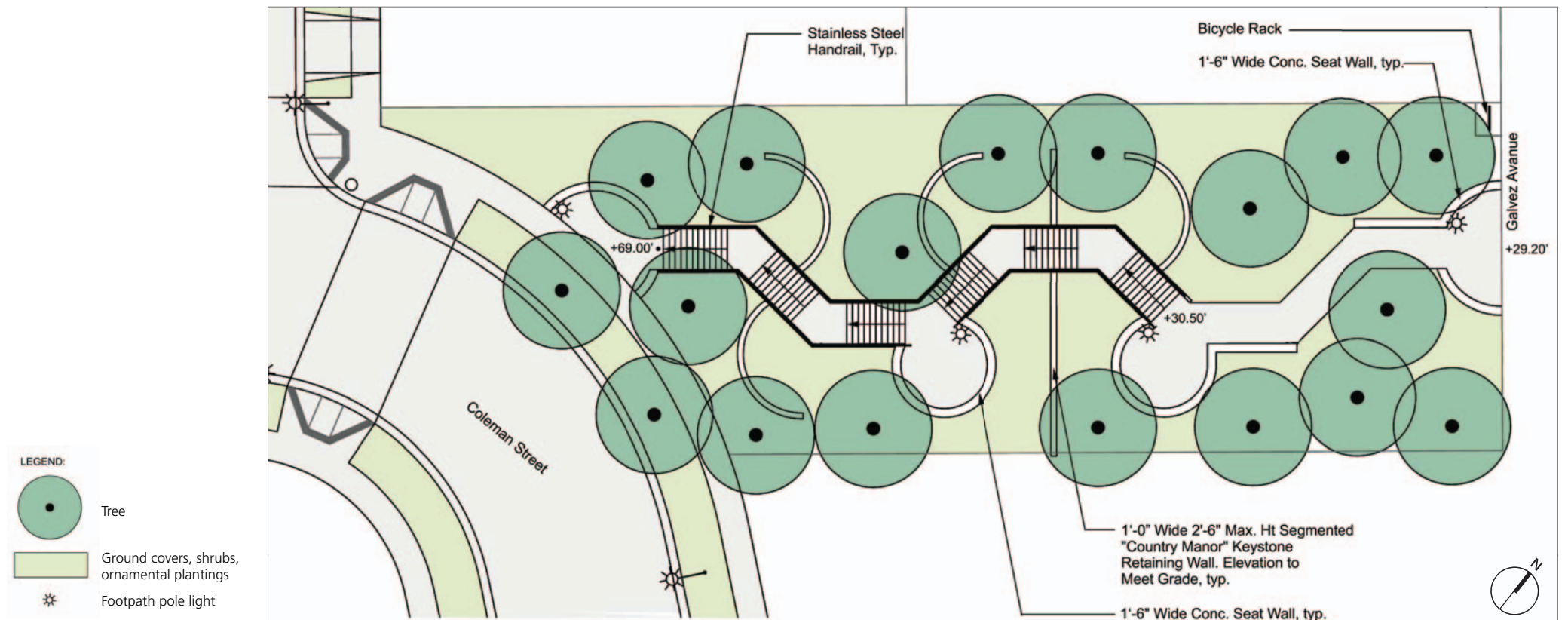


Figure 27. Galvez Steps Design Concept Plan showing seating areas

## Hillside Central Park and Walkways

A series of three linked parks at the center of the Hillside area create a semi-continuous open space that provides important program and open space to this neighborhood. Cascading down the hillside, the parks extend from Navy Road all the way to Crisp Road. The south facing slope above Crisp Road includes an accessible path that connects the parks along Oakdale to Crisp Road, provides overlooks, and is planted with native vegetation.

Design Principles:

- Activate the street edges
- Organize use areas to take advantage of overlook views on the south edges and wind sheltered climate on the north edges against the slopes
- Create a variety of spaces from park to park
- Incorporate middle slope into a stairway garden
- Incorporate accessibility to all activities

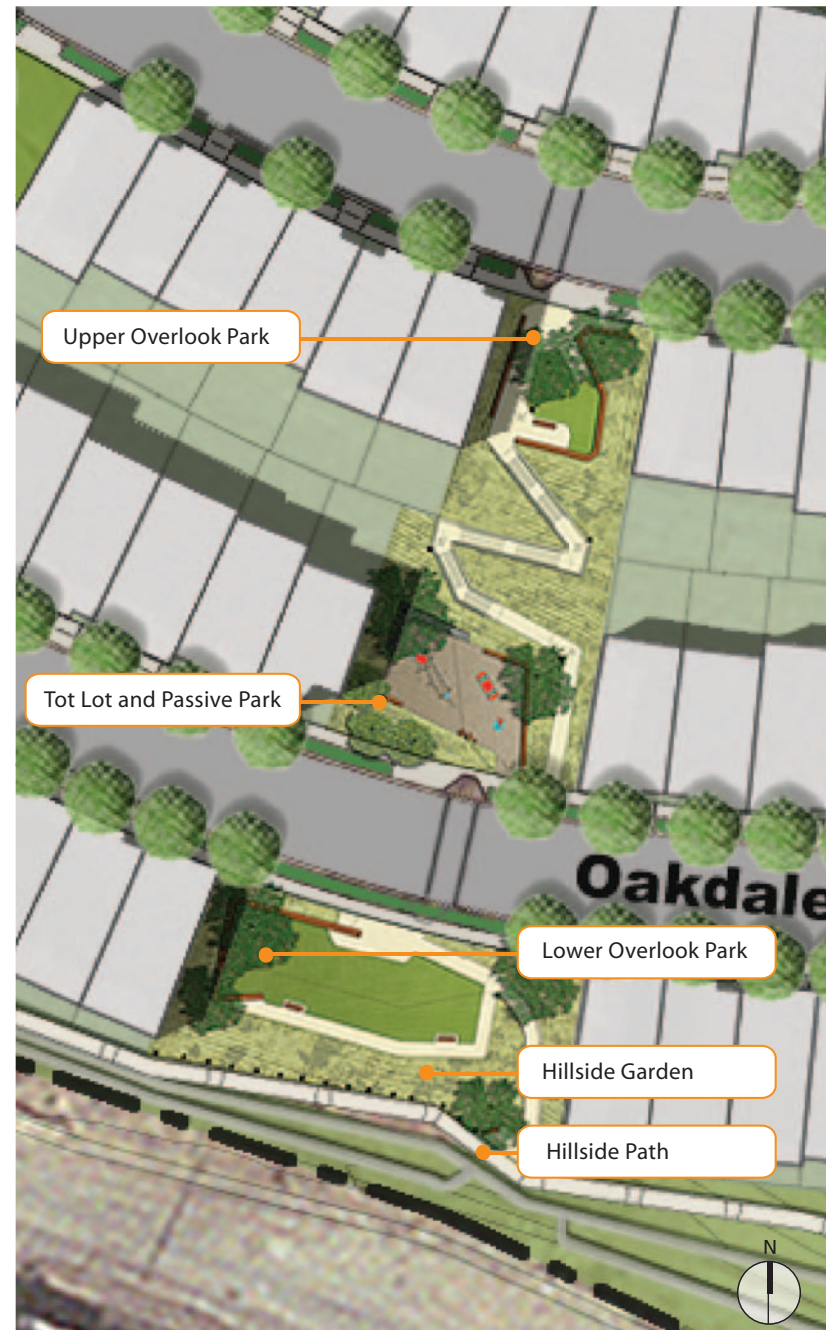


Figure 28. Hillside Central Park illustrative plan



Figure 29. San Francisco stairs precedent

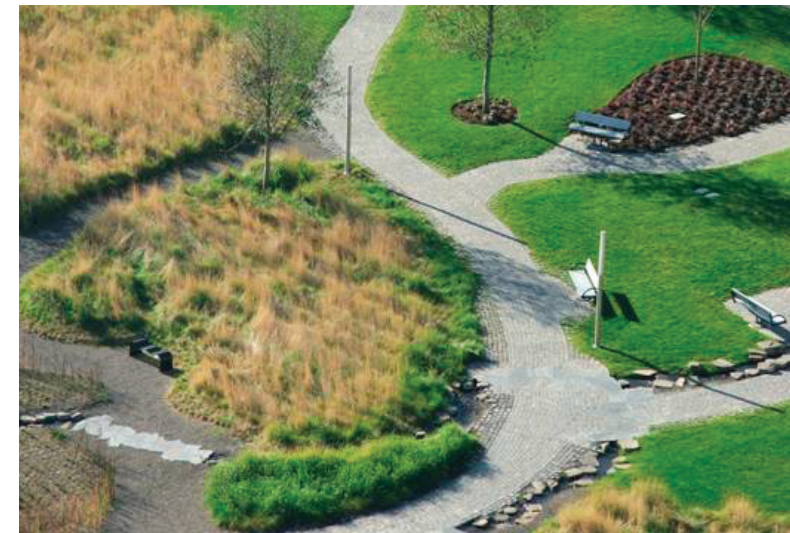


Figure 30. Precedent: Tanner Springs Park, Portland, OR



Figure 31. Cross section through Hillside Central Park



Figure 32. Hillside Central Park Concept sketch, aerial view from southwest

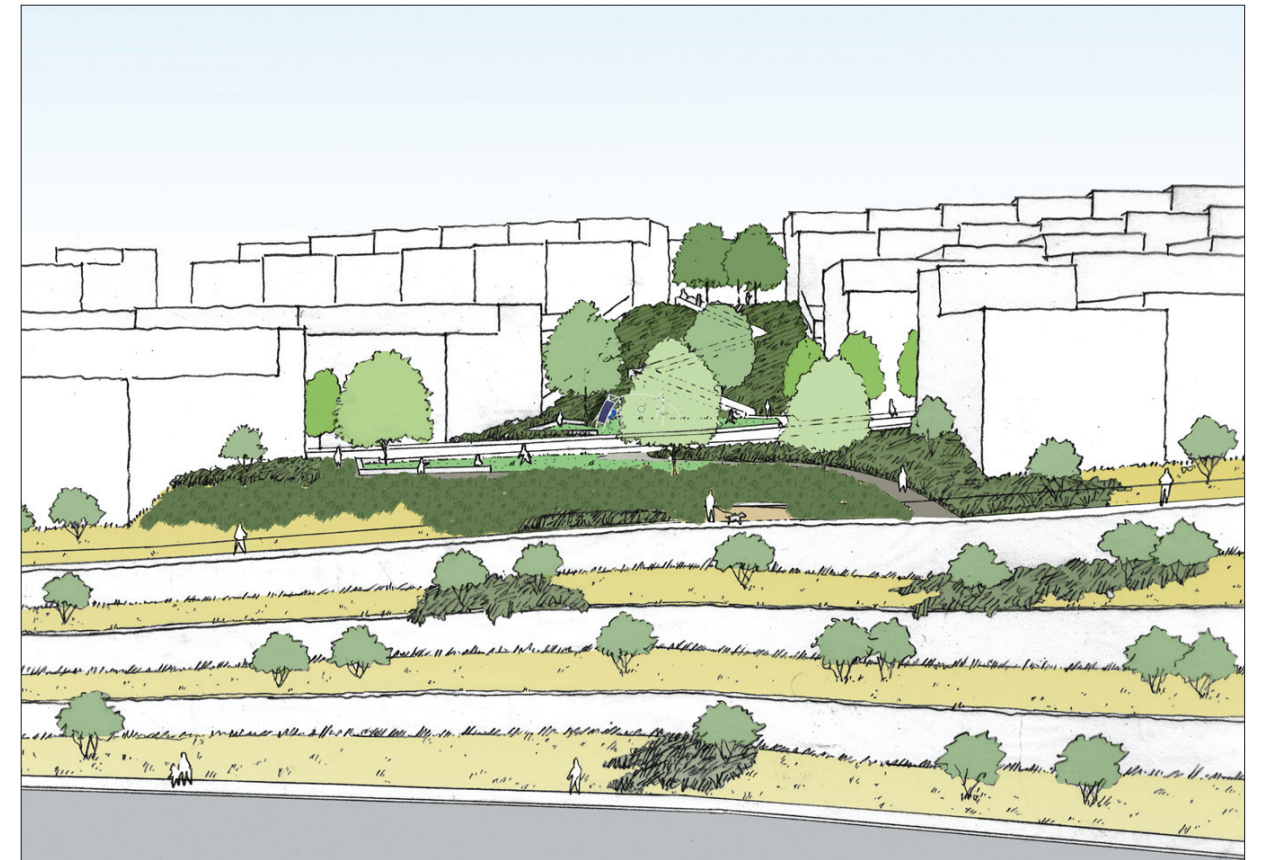


Figure 33. Hillside Central Park Concept sketch, view from south

## Pocket Parks

Pocket parks are intimate in concept. They are local open spaces that provide convenient respite and enjoyment for the residents in the Hilltop, Hillside, and adjacent streets. Despite this basic intimacy of scale, the parks will vary in orientation, size, view exposure and slope. Accordingly, the parks will also vary in their program and design character. This will ensure a diverse range of open spaces throughout the neighborhood, that apply to a variety of functions and user groups. Park design and planting will address solutions for visually buffering surrounding residences.

Though designed with individual attention, the pocket parks are also conceived as a part of the open space network. As shown in Figure 33, there are fourteen pocket parks. The public parks will be programmed and designed to provide high quality, intimate spots for neighborhood gathering and appreciation of views of the Bay. For more information on the specific program of Pocket Parks, refer to open space program diagrams on pages 16 and 17.

While generally dispersed across the Hillside and Hilltop neighborhoods, the pocket parks are linked by accessible sidewalks. Where sidewalk slopes are too steep, additional walkways along the bluffs ensure universal accessibility to the pocket parks. Additionally, where parks connect two streets at disparate levels, the park design explicitly addresses accessibility.

Principles include:

- Activate street edges
- Support program uses including: lawn areas, seating areas, tot lots, picnic/BBQ areas, native gardens, butterfly gardens, contemplation gardens and community vegetable gardens
- Incorporate accessibility to all activities
- Parks on Oakdale shall accommodate accessible path of travel from Hillside slope and bluff area
- Create a variety of spaces from park to park
- Incorporate opportunities for CHRP elements and Art Program installations

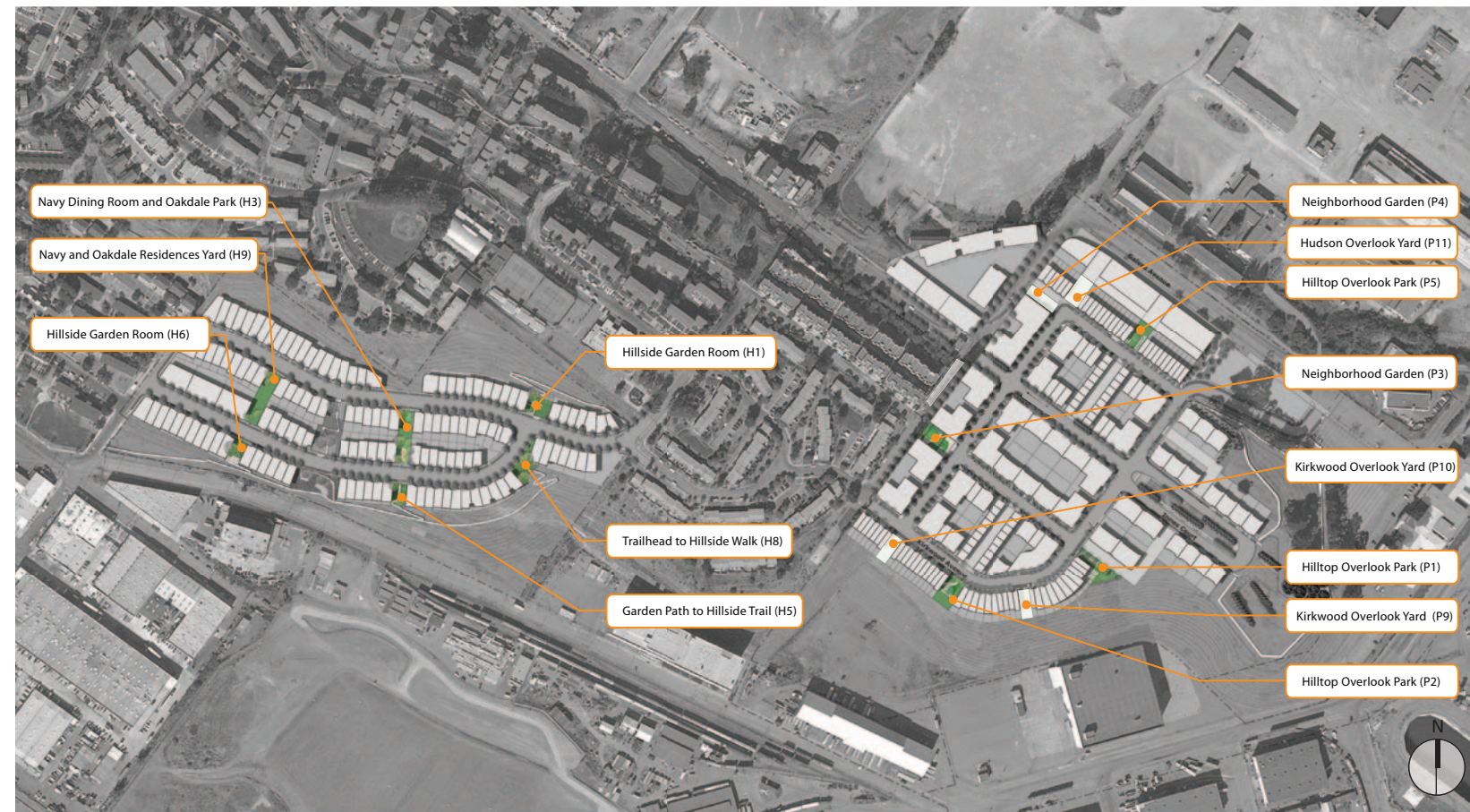


Figure 34. Pocket Parks locator map



Figure 35. Example of Tot Lot



Figure 36. Example of a Garden Room

The Hunters Point Shipyard Streetscape Plan presents streetscape designs for both new and existing street improvements in Parcel A'. As Parcel A' has very little usable infrastructure, this Streetscape Plan guides the development of new infrastructure including: new street utilities, sidewalks, paving, trees and planting, lighting, signage, and street furnishings. The Streetscape Plan melds input from the surrounding community, Lennar/BVHP, the San Francisco Redevelopment Agency and the City and County of San Francisco.

## Streetscape Plan

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## Plan Goals

The goal of the Parcel A' street design is to provide infrastructure development and circulation planning for pedestrians, bicycles, transit and automobiles. As this will be a predominantly residential neighborhood, the scale of the treatments will be geared toward a more intimate, pedestrian perspective. The design will minimize conflicts among various types of users through the clear articulation of vehicular and pedestrian ways and lighting levels. Streetscape design treatments will vary to support the range of functions and levels of use of the new streets.

The streetscape improvements were designed at the individual and collective level. While specific streetscape improvements define the particular character and use of each neighborhood street, the designs are also part of a collective representation to enhance neighborhood identity. The streets vary in width due to anticipated usage levels of vehicular traffic and transit. A network of streets will connect the different public spaces in Parcel A'. The distinct hierarchy of streets will add clarity to vehicular circulation patterns and thus promote pedestrian safety. Galvez Avenue, the main boulevard, loops around the Hilltop and Hillside, framing the site and connecting it to the surrounding areas.

The Hilltop and Hillside network of residential streets will be planted with various tree species. Key locations will feature art installations and interpretive signage, potentially as part of the CHRP. Mid-block crosswalks safely connect special public spaces. The mews and walks are specially paved streets where pedestrian circulation and recreation are prioritized. Residential mews are private easements that will be constructed with adjacent vertical development. Their primary purpose is to ensure safety by allowing passage for emergency vehicles. The Design for Development explains the functionality and design intent of these mews. Refer to Figure 71 on page 42 for illustrative plan, section, and design guidelines for typical residential mews. As such, the mews offer an open space opportunity to further modulate building scale, provide neighborhood connections and optimize light, air, and views. The narrowness of the mews will allow pedestrian movement to take precedence. Pedestrian paths in the mews should allow for space for streetlights, signage, bollards, or trees. The Design for Development provides additional information on the pedestrian mews.

The following pages highlight various aspects of the streetscape, including tree planting, lighting, parking, pavings, crosswalks, street furniture and color palette. Pages 45 and 46 include sample streetscape illustrations that compile all of these elements into potential treatments for Jerrold Avenue and Hudson Avenue.

## Planting

### Street Trees

Through their shade, seasonal color, and spatial definition, street trees create attractive, neighborhood character and identity. To promote a healthy street tree canopy at the Shipyard over the long term, the tree planting design and the tailored planting palette are based upon suitability factors such as sustainable horticultural criteria and installation techniques.

Medium-sized trees with upwardly branching, oval crowns will be planted along major streets, for orientation and visual variety. Trees will be planted regularly as allowable by infrastructure. Neighborhood residential streets will have a diverse mix of tree planting. The bulk of the planting palette is deciduous, with the exception of the Victorian Box and Brisbane Box trees, which will be selectively planted as wind barriers. The deciduous species will add seasonal variety.

The street tree planting plan specifies a preferred particular species for each street, to be planted along its entire length. Trees will be installed, where possible, in a continuous planting trench to facilitate their growth and long-term health. Structural soil will be used in the trench between the individual tree wells. This structural soil allows adequate porosity for oxygen penetration needed for healthy root growth, yet is also stable enough to support paving.

### Shrubs and Ground Covers

Shrubs and ground cover planting will provide erosion control and allow for good visibility for safe pedestrian and vehicular circulation. This plan specifies drought tolerant plants that are in conformance with the local codes. As such, the following plant palette list consists of adaptable species that grow within this microclimate—in shallow, hillside soil amidst water runoff and intense dryness from sun and wind. Once mature, these plants will protect the hillsides from erosion and need little water or maintenance.

All shrubs and ground covers should have triangular spacing and shall have complete coverage. Soil amendments should be incorporated into the soil prior to ground cover planting. Ground covers shown on page 36 will be planted in planting strips and in planting wells of street trees for all Hilltop and Hillside streets. The plantings will add to the unique identification of each streetscape, along with the distinct tree species. The schematic design phase will develop the design of these plantings.

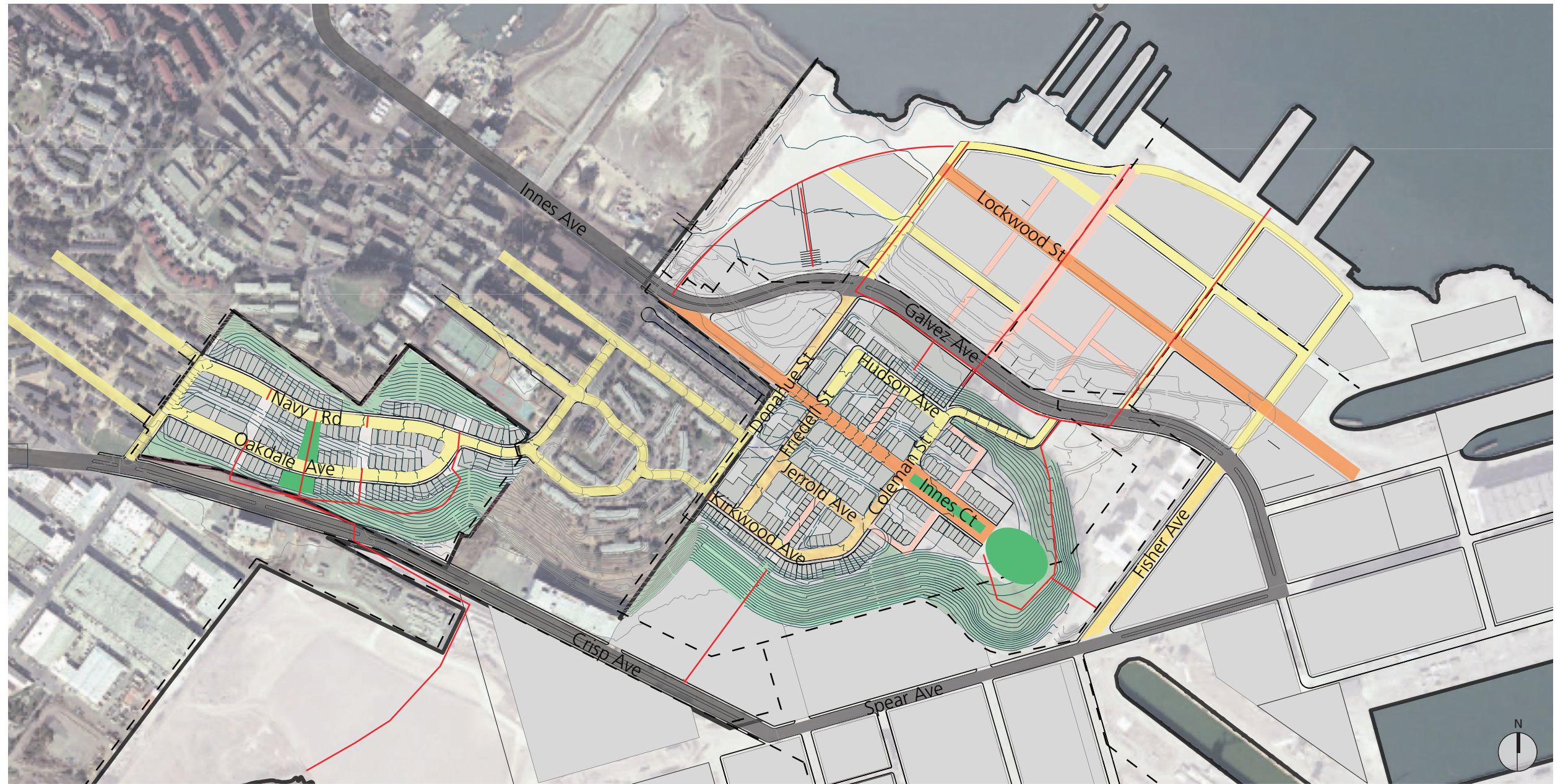


Figure 37. Street Hierarchy Long Term Vision

- Boulevards
- Neighborhood Main Streets
- Residential Streets
- Mews / Alleys
- Bluff
- Park
- Walks and Paths

# Hilltop Street Tree Planting

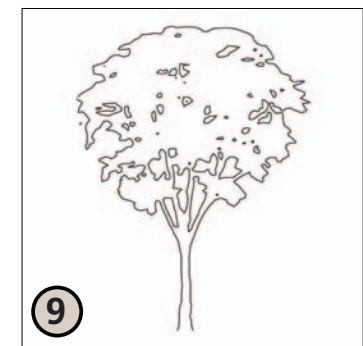
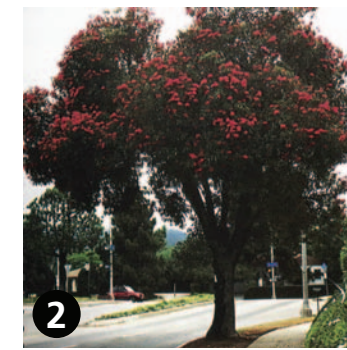
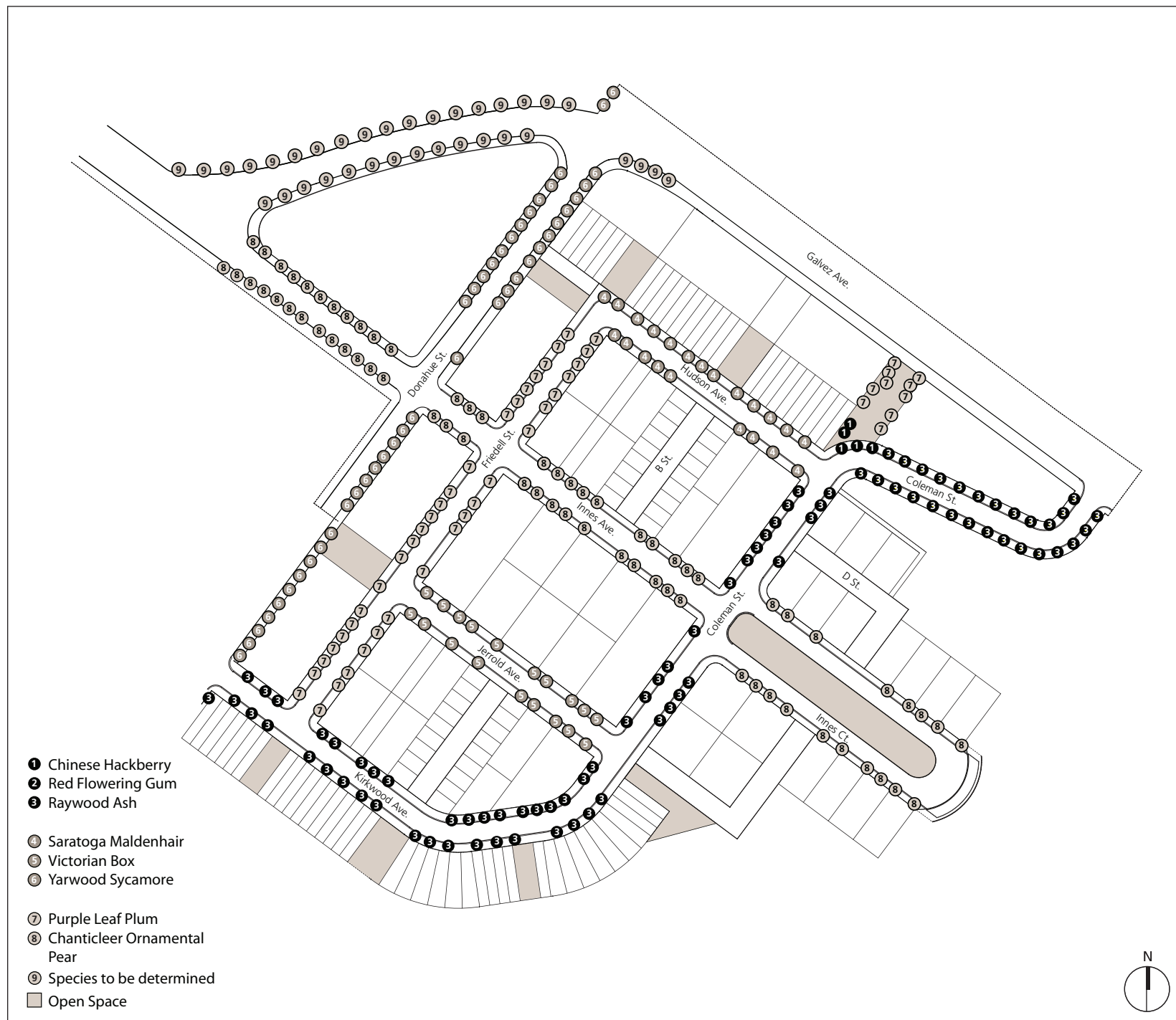


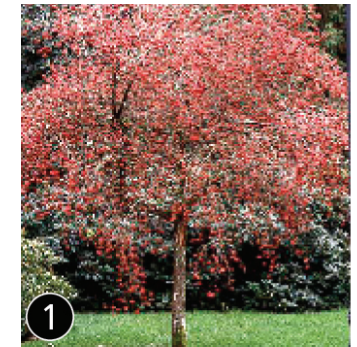
Figure 38. Hilltop Street Tree Planting Diagram  
 Exact number and location of trees is subject to adjustments upon refinements to the infrastructure plan



## Hillside Street Tree Planting



Figure 39. Hillside Street Tree Planting Diagram  
Exact number and location of trees is subject to adjustments upon refinements to the infrastructure plan



### Coleman Street

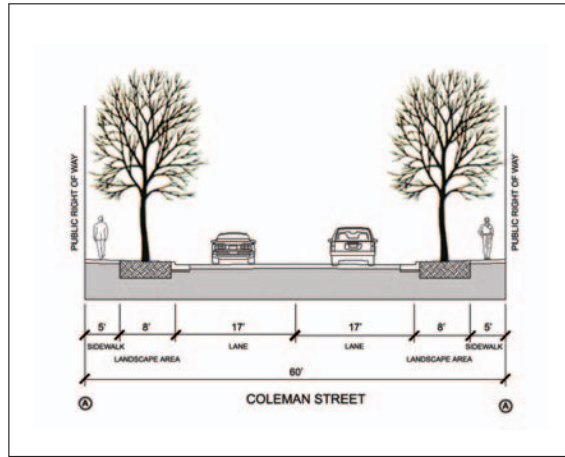


Figure 40. Typical Coleman Street section



Figure 41. Raywood Ash

### Donahue Street

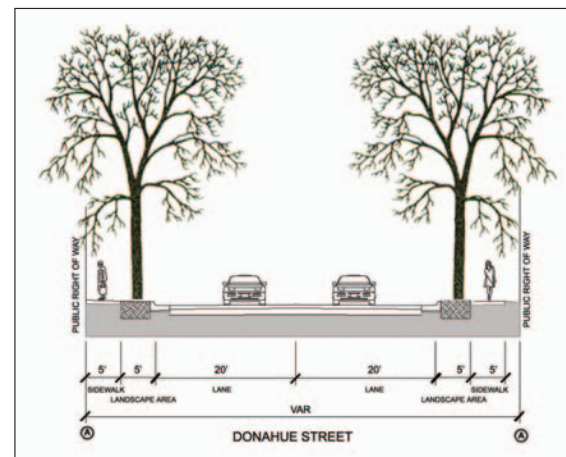


Figure 46. Typical Donahue Street section



Figure 47. Yarwood Sycamore

### Friedell Street

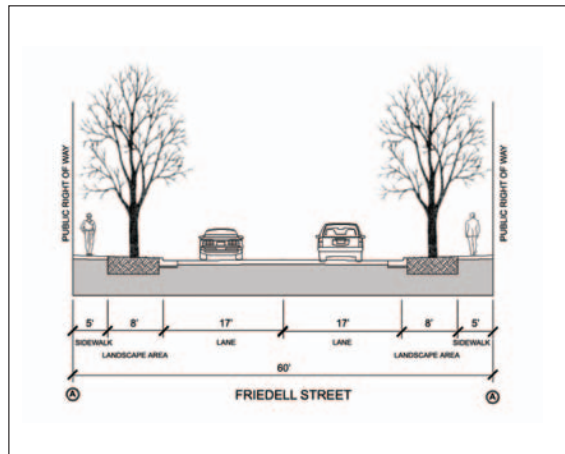


Figure 42. Typical Friedell Street section



Figure 43. Purple Leaf Plum

### Hudson Avenue

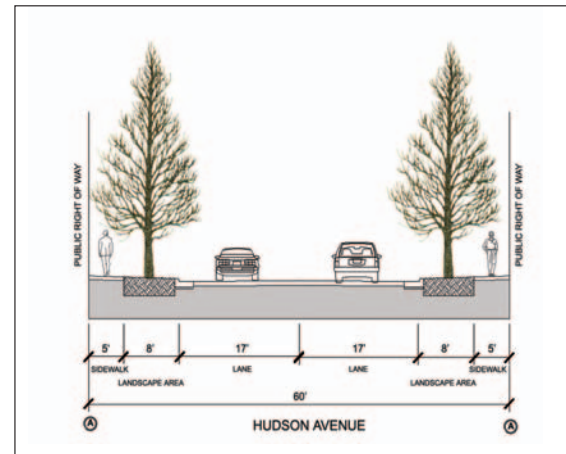


Figure 48. Typical Hudson Avenue section



Figure 49. Ginkgo Biloba

### Innes Avenue Gateway

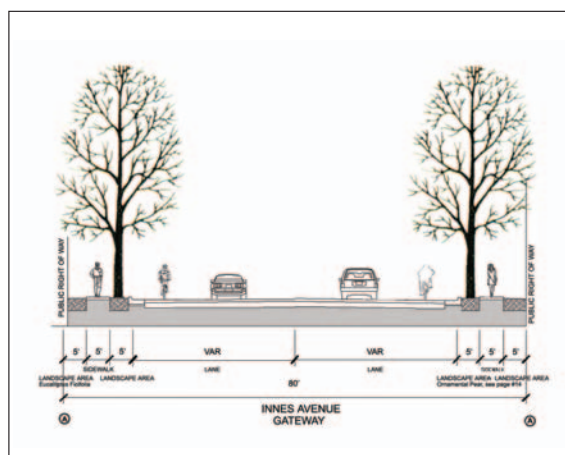


Figure 44. Typical Innes Avenue section at Gateway



Figure 45. Eucalyptus

### Innes Avenue Street

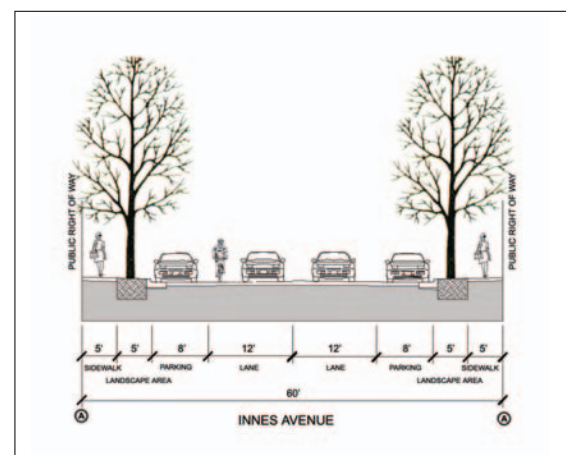


Figure 50. Typical Innes Avenue section



Figure 51. Chanticleer Pear

Refer to Figures 37 and 38. Hilltop and Hillside Street Tree Planting Diagram for street locations

### Innes Court

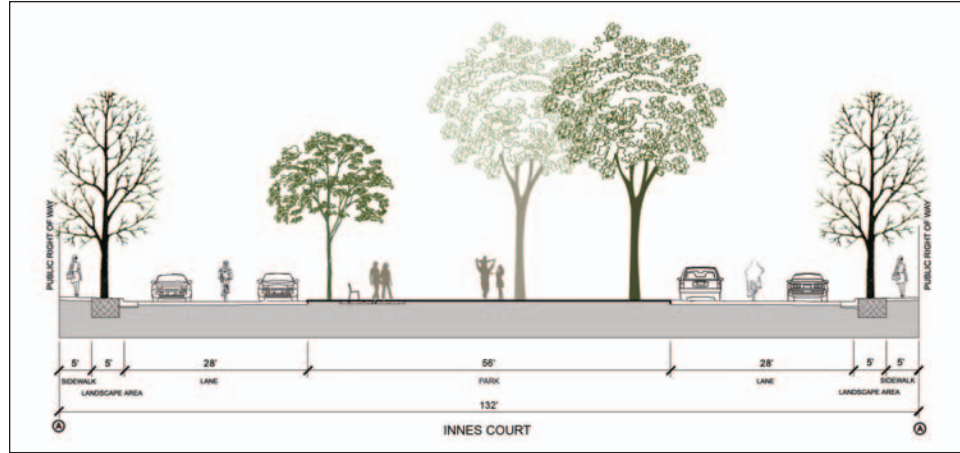


Figure 52. Typical Innes Court section



Figure 53. Chanticleer Pear

### Jerrold Avenue

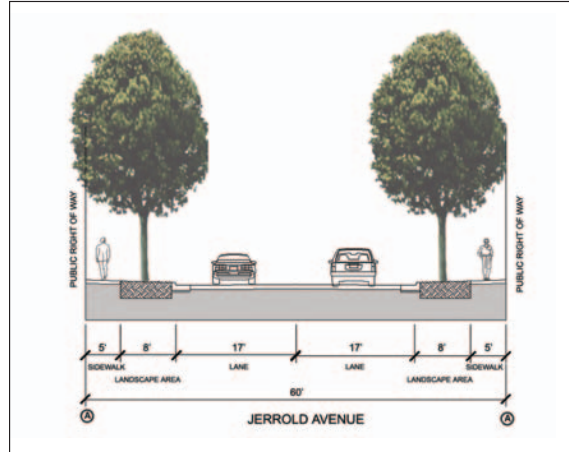


Figure 54. Typical Jerrold Avenue section



Figure 55. Victorian Box

### Kirkwood Avenue

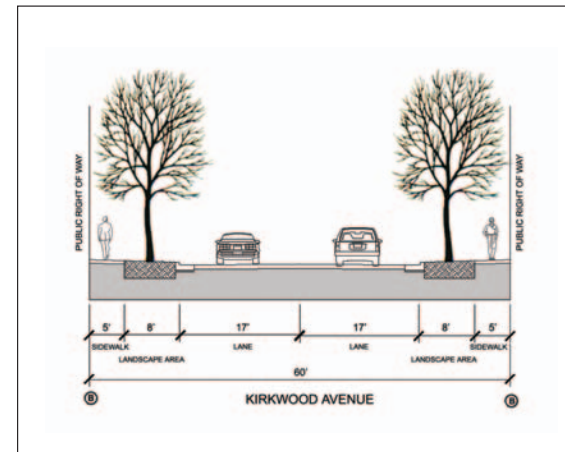


Figure 58. Typical Kirkwood Avenue section



Figure 59. Raywood Ash

### Navy Road

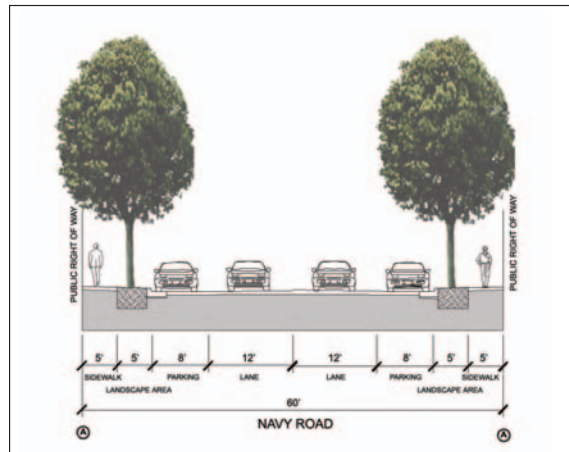


Figure 56. Typical Navy Road section



Figure 57. Brisbane Box

### Oakdale Street

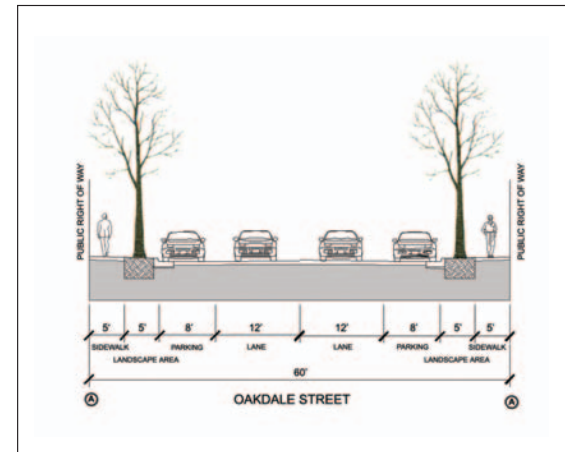


Figure 60. Typical Oakdale Street section



Figure 61. Washington Thorn

Refer to Figures 37 and 38. Hilltop and Hillside Street Tree Planting Diagram for street locations

## Ground Cover Planting



*Abelia grandiflora* 'Prostrata'  
Glossy Abelia



*Agapanthus* 'Peter Pan'  
Dwarf Lily-of-the-Nile



*Ceanothus gloriosus* 'Anchor Bay'  
Wild Lilac



*Cistus salvifolius*  
White Rockrose



*Coprosma* 'Verde Vista'  
Coprosma



*Diets bicolor*  
Fortnight Lily



*Escallonia* 'Compakta'  
Escallonia



*Euonymus fortunei radicans*  
Winter Creeper



*Gazania rigens*  
Trailing Gazania



*Hebe* 'Patty's Purple'  
NCN



*Hedera helix* 'Hahn's Self Branching'  
Hahn's Ivy



*Hemerocallis* hybrids  
Evergreen Daylily (Yellow)



*Lantana montevidensis*  
Trailing Lantana



*Lavandula angustifolia* 'Munstead'  
Munstead Dwarf English Lavender



*Myoporum parvifolium*  
NCN



*Myrtus communis* 'Compacta'  
Dwarf Myrtle



*Nandina domestica* 'Compacta'  
Dwarf Heavenly Bamboo



*Phormium* 'Jack Spratt'  
Jack Spratt New Zealand Flax



*Pittosporum tobira* 'Wheeler's Dwarf'  
Dwarf Tobira



*Raphiolepis indica* 'Ballerina'  
Dwarf India Hawthorn



*Rosa* 'Alba Meidiland'  
White Meidiland Rose



*Rosmarinus o.* 'Lockwood De Forest'  
Prostrate Rosemary



*Salvia leucantha*  
Mexican Bush Sage



*Trachelospermum jasminoides*  
Star Jasmine

Figure 62. Ground Cover Planting Palette

## Lighting

The conceptual lighting plan illustrates a scheme to provide Parcel A' with a secure night environment and an aesthetic which is both responsive to landscaping and to urban form. Careful fixture selection and illumination control will support and accommodate the creation of neighborhoods within the development.

All fixtures and fittings will be standard manufacturers products. Product selection is both conducive and relative to location within the site, and in the scale of the environment.

All lamps will be either high pressure sodium or metal halide, to provide a consistent light quality throughout the development. The fixtures will be developed with the goal of providing the best quality light for both the pedestrian and the vehicular environment. Street lighting in residential locations will have cutoff shields acceptable to the City. This design feature greatly reduces glare and visual hot spots.

The light poles and mast arms will present a minimal, timeless expression and be consistent with City requirements. This program allows for a future design solution to provide poles suitable for joint use of street lights and MUNI OCS along Innes Avenue, the proposed Galvez Avenue "S Curve," and other streets to be used by MUNI electric buses in the future.

Street light fixture poles will be able to be fitted with banner signage about community events, Shipyard history, or neighborhood identity.



Figure 63. Sample light fixture coordination with MUNI catenary or traffic signal mast arm on Galvez Avenue



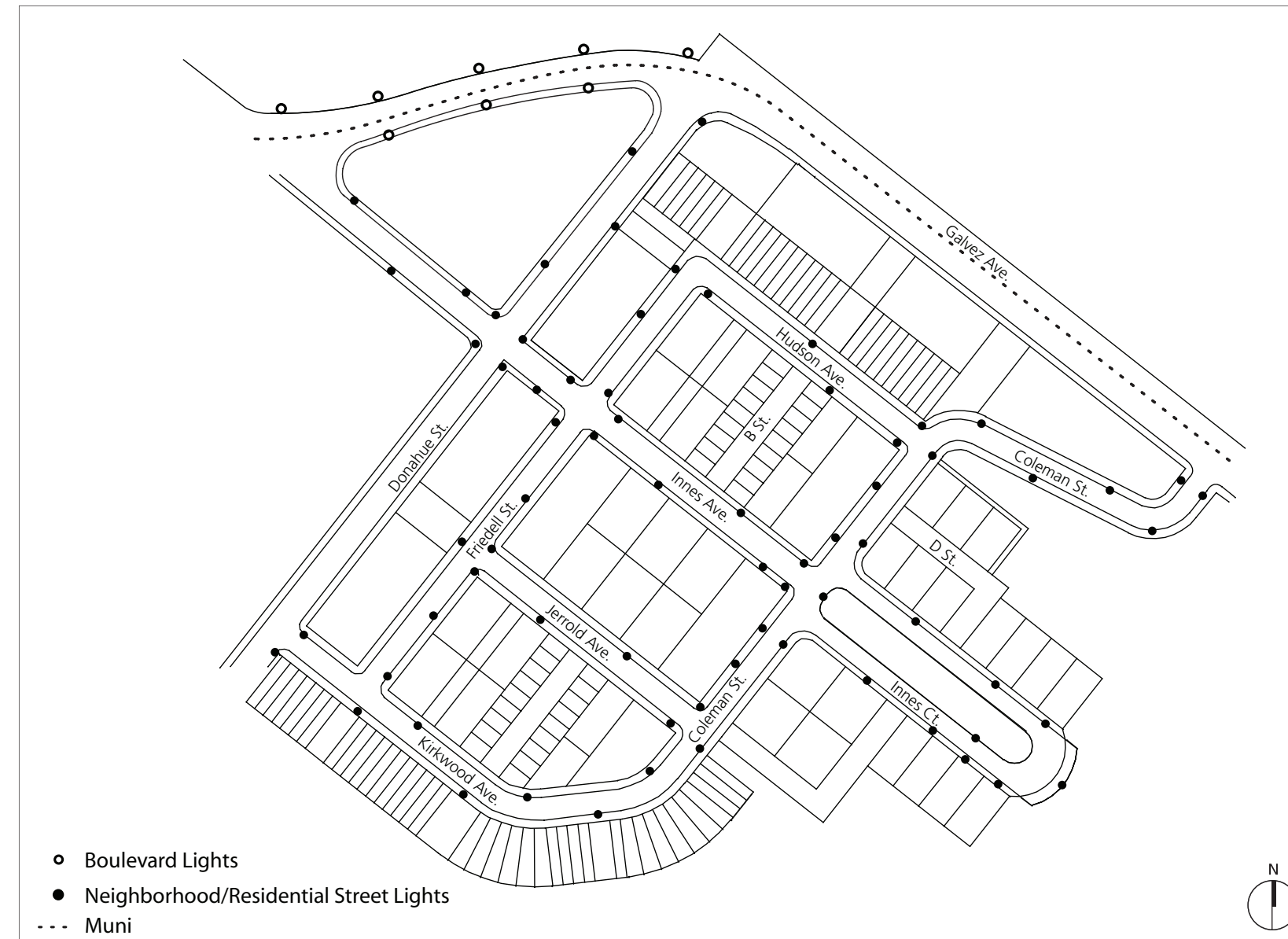
Figure 64. Sample light fixture coordination with banners and signage on typical neighborhood streetscape

## Hilltop Street Lighting

Lighting 'zones' will be developed as follows. Please refer to page 31 for street hierarchy classifications.

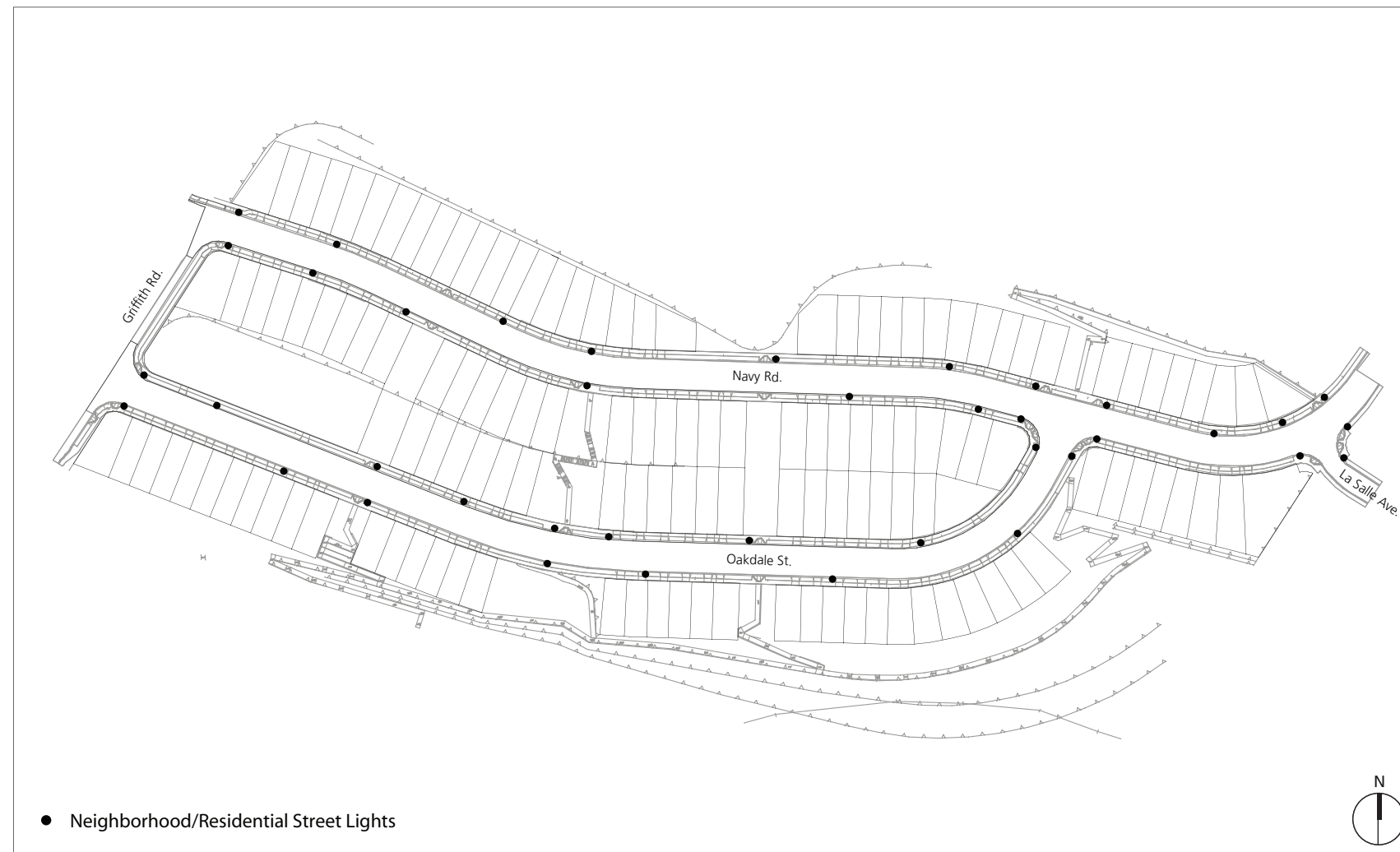
- The major circulatory road, Galvez Avenue, will incorporate double-luminaire pole mounted lights that are spaced at +/- 100' intervals. Lighting intensity will be higher to emphasize the importance of the space of this boulevard. Light pole spacing of future MUNI electric bus routes shall be no greater than 100'. Poles and fixtures will be supplemented with additional load-bearing capacity, to accommodate MUNI catenary lines and/or traffic signal mast arms, as needed. The standard steel strain pole, as required by MUNI to support the overhead electrical system, will be twenty-five to thirty feet high and tapered from the pole base of sufficient width. A full-depth sidewalk form curb to back of sidewalk and 4' parallel to the street of either side on the light poles of the future OCS routes has to be provided as well as such poles that are in accordance with City tree planting guidelines. While a concept for this boulevard light fixture is shown as figure 67 page 39, the precise fixture will be selected during the schematic streetscape design of the Galvez S-Curve.
- Neighborhood and residential streets will have lower lighting intensity and serve as a buffer condition between public and private areas. The fixtures will be sixteen feet high, spaced at +/- 100', alternating centers. The preferred fixture is the Lumec Serenade DSX post-top luminaire with a Union Metal pole, as shown in figure 68 on page 39.
- Lighting for footpaths and parks will take on a more intimate scale and will help create a neighborhood ambiance. Single-luminaire pole lamps are proposed at +/- 75' centers. The light fixture chosen for open spaces is the Lithonia Omero fixture, as shown on page 24. Supplemental bollard lighting will provide additional low-level illumination.

The selection of light fixtures for the major circulatory road, neighborhood streets, footpaths and parks should help create a new image for the Shipyard that both reflects and enhances the identity of this community. Light fixtures should reflect the waterfront character of the Shipyard and the surrounding uses. They should not be too intrusive or excessively bright. The fixtures have the opportunity to positively contribute the pedestrian scale of the residential area and the aims of CHRP.

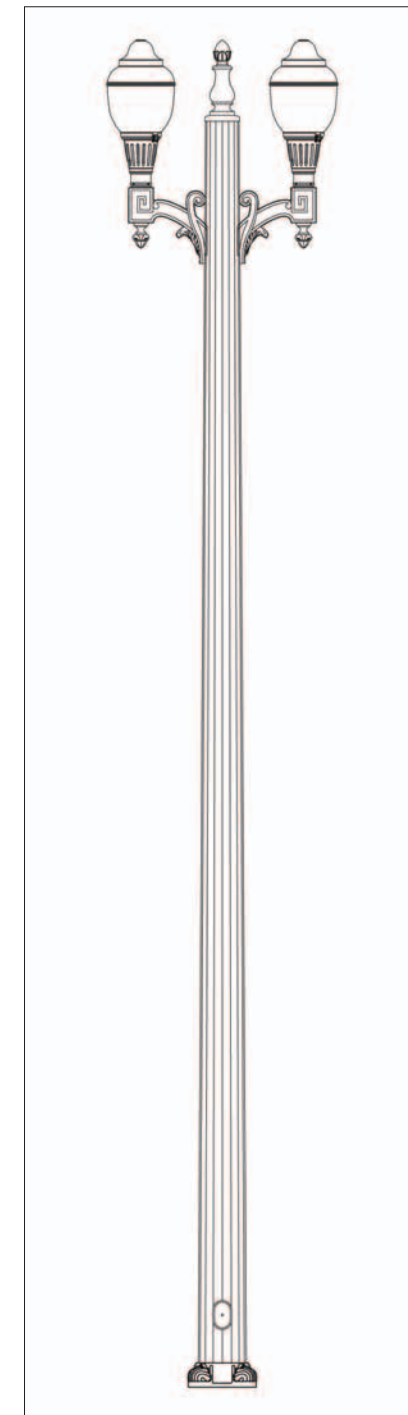


**Figure 65. Hilltop lighting diagram**  
Exact number and location of fixtures is subject to adjustments upon refinements to the infrastructure plan

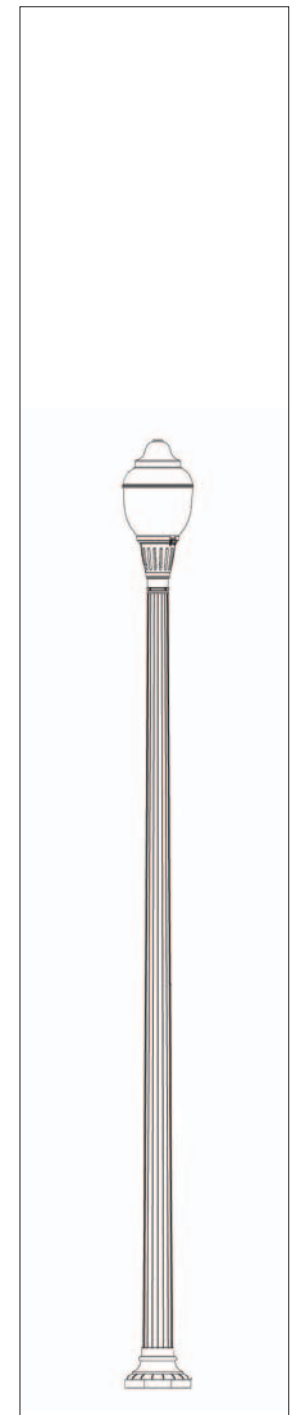
## Hillside Street Lighting



**Figure 66. Hillside lighting diagram**  
 Exact number and location of fixtures is subject to adjustments upon refinements to the infrastructure plan



**Figure 67. Graphic illustrating the concept for lumec light fixture for Galvez S-Curve.** Light fixture specification will be determined pending the design and construction of the S-Curve.



**Figure 68. Preferred Lumec Serenade DSX light fixture with Union Metal pole.**

# Parking

On street parking for the Hilltop and Hillside will be provided for residents and their guests. The plan optimizes the amount of standard parking spaces and Blue Zone handicapped parking spaces allowable by open space, streetscape, infrastructure, and vertical design constraints.

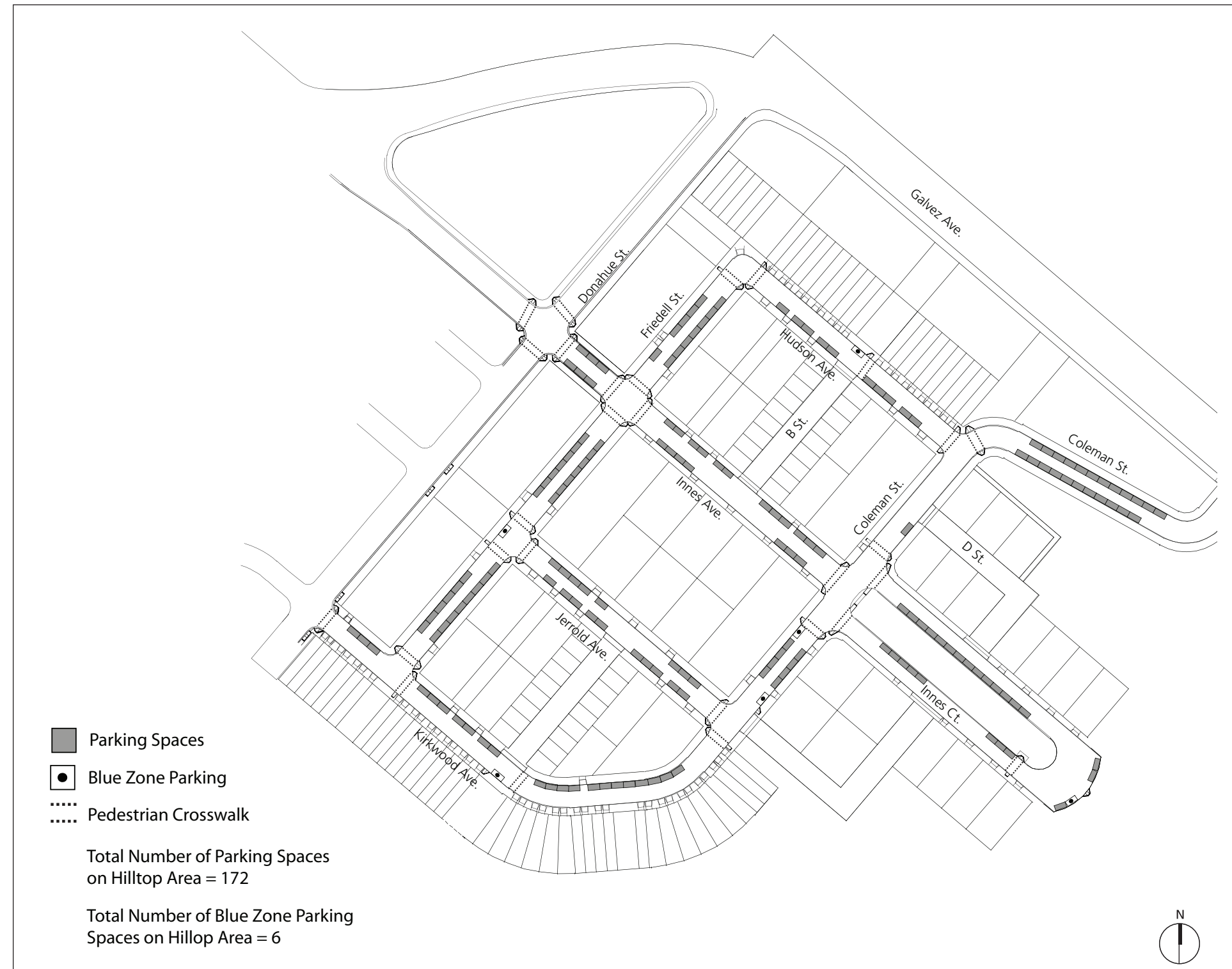
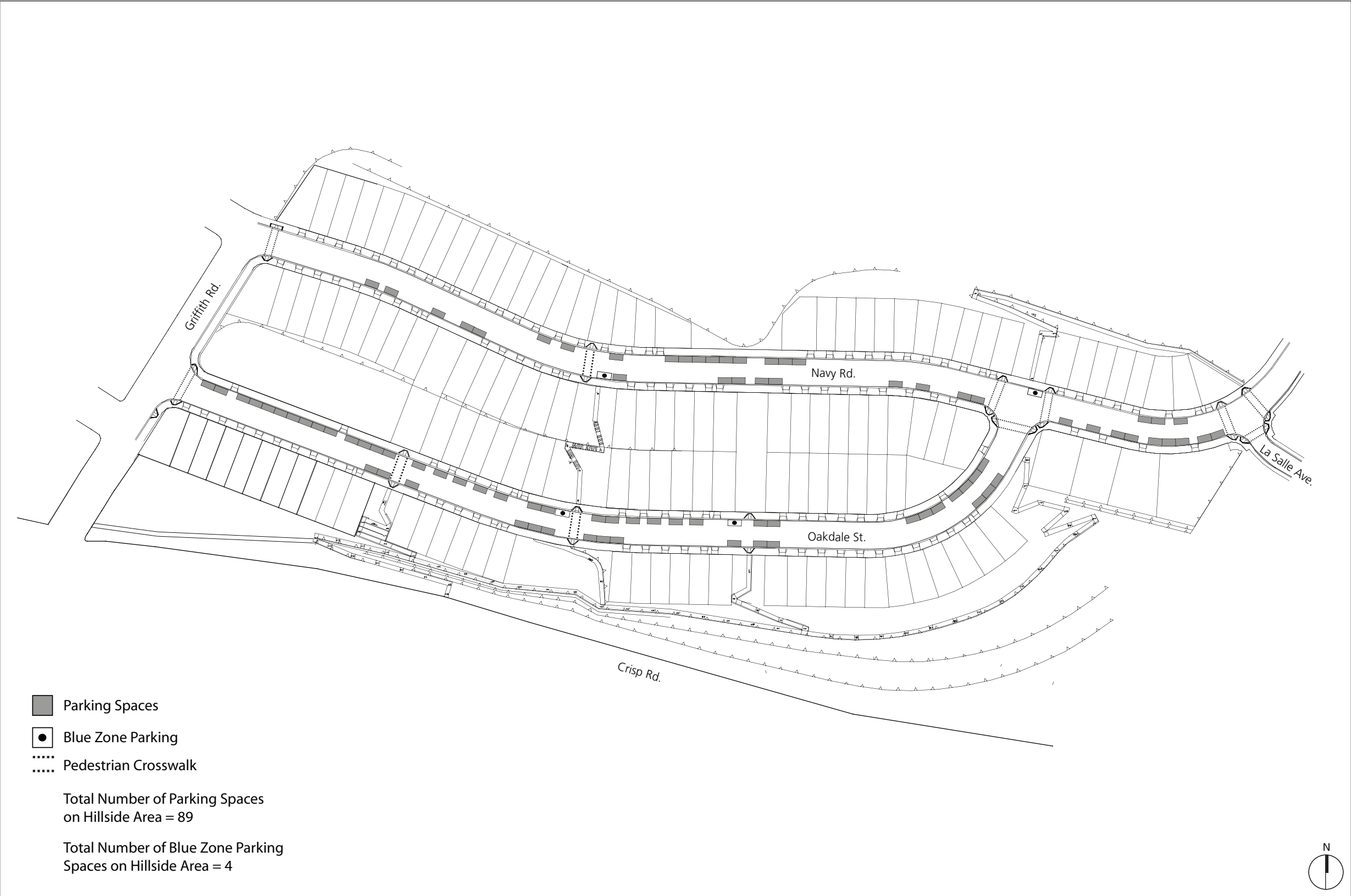


Figure 69. Hilltop on-street parking stall diagram with Blue Zone parking  
 Exact number and location of stalls is subject to adjustments upon infrastructure plans refinements





**Figure 70. Hillside on-street parking stall diagram with Blue Zone parking**  
 Exact number and location of stalls is subject to adjustments upon infrastructure plans refinements

## Sidewalk Paving

The paving will be standard grey, cast-in-place concrete with scored joints in 5'x5' modules. It is intended that materials and construction methods be consistent with all engineering requirements for this kind of paving type. Curb cuts will meet the City's standard requirements.

The sidewalk paving is intended to provide a backdrop for site furniture and the daily activities of the area. The sidewalks must also be maintainable. The paving has been designed to have a regular pattern of joints so the various site furniture elements such as: lights, trash receptacles, bike racks, etc., can easily fit. The streetscape plans have the following general characteristics:

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

## Crosswalks

The general design intent of all crosswalks is:

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

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

- Curb ramps at crosswalks will be City and County of San Francisco's model with detectable way-finding edge for persons with visual impairment.
- Median pedestrian refuges will be raised on a curb except for a pedestrian/wheelchair passthrough. The curb will be mountable in

order to minimize damage from turning trucks or other vehicular traffic.

- Pass-throughs at median pedestrian refuges will have a surface texture and color similar to the sidewalks so the refuges are discernible as safe locations for pedestrians.
- Pass-throughs will be five feet (5') wide.
- Pass-throughs will align with sidewalk curb ramps on either side of the street.

## Mews

The mews are narrow easements within the Hilltop that provide access to garages and emergency vehicle access. They are also an open space opportunity to further articulate buildings, provide pedestrian connections and bring in light, air, and views. The overall intent and principles of the mews are shown in the figure below. The pedestrian experience

will be prioritized. The pedestrian paths in the mews will allow for space for streetlights, signage, bollards, or trees. As a shared space, there is no parking along the mews. The curbless condition is pending City approval. Mews are private and will be constructed with adjacent vertical development. The Design for Development provides additional information on the character of the pedestrian mews.

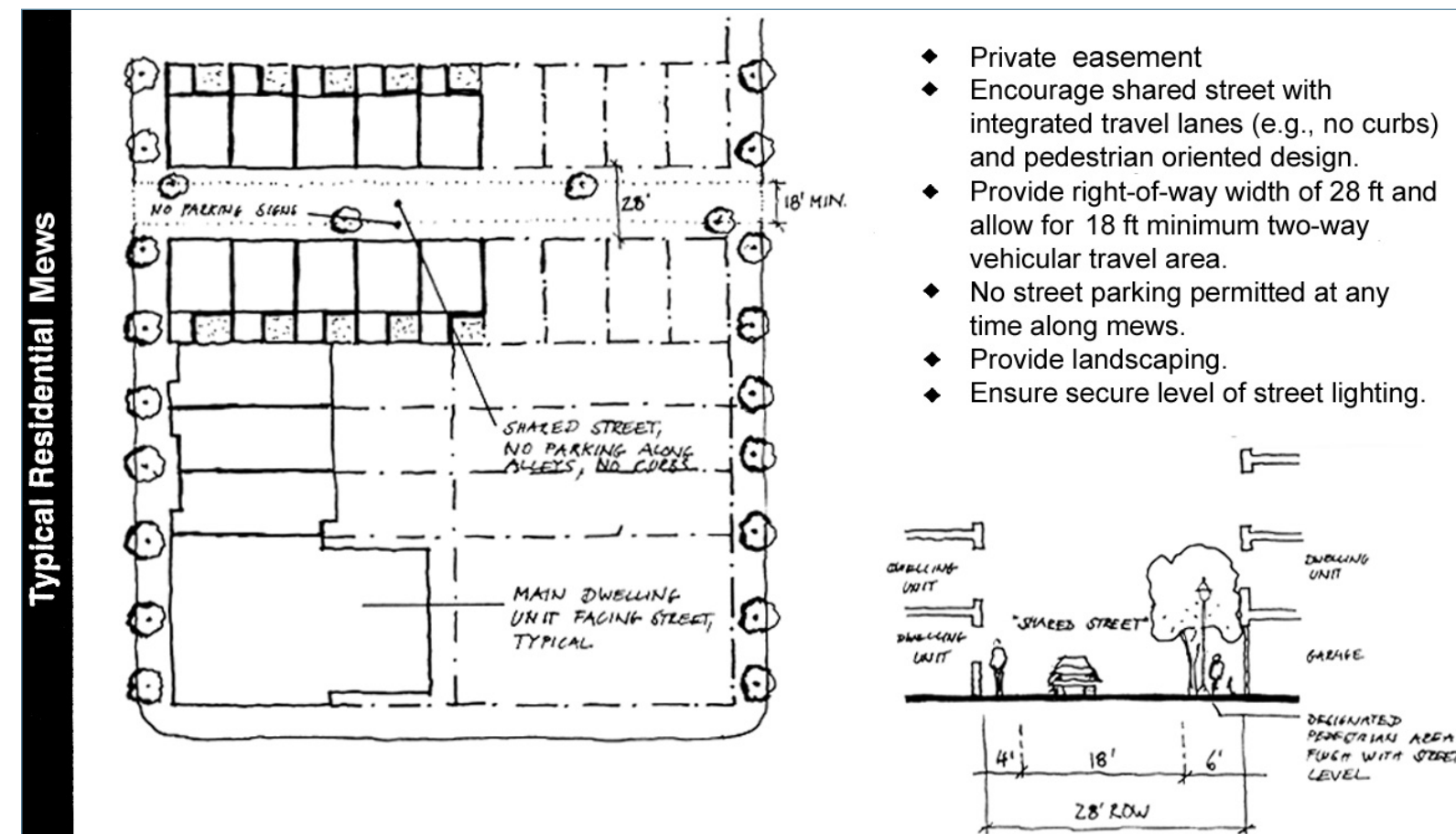


Figure 71. Design For Development: Illustrative plan, illustrative section, and design guidelines for typical residential mews. Source: Hunters Point Shipyard Design for Development, 2006

## Site Furnishings

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

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

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

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

- Install in the eight foot (8’) curb furniture zone.
- Eighteen inches (18”) from the outside edge of the curb.
- Four feet (4’) from any driveway, wheelchair ramp, blue zone parking space, or curb cut.
- Five feet (5’) from any fire hydrant.
- Three feet (3’) from any MUNI transit shelter.
- Six feet (6’) from curb of bus zone.
- Three feet (3’) from other structures such as street light poles, parking meters, etc. (unless specifically designed otherwise).
- Not located below a fire escape or blocking access to a standpipe, utility valve, or utility box.
- Where possible, street furniture elements should be contrasting in color to the sidewalk so as to be visible to visually impaired pedestrians.
- Located in accordance with ADA guidelines and Title 24 accessibility requirements.
- Readily available and of standard manufacture for cost savings and ease of replacement.

## Trash Receptacles

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

## Bicycle Racks

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

## Newsracks

Newsracks will be city standard, fixed, pedestal-mounted racks. Newsracks are appropriate only at the large corner near the pedestrian route to the bus stop or retail property. Vertical developers will arrange for newsracks.

## Telephones

Telephones are not planned as part of the street furniture improvements project. Telephones will, however, be at the vicinity of future park areas.

## Street Signage and Signalization

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

Signalization will occur at major intersections of the streets in the Hunters Point Shipyard. Signage must also occur and a variety of sign types are needed. Since much of the street signage will also occur at the intersections, there is an opportunity to coordinate its placement and design. Types of open space signage will be determined during schematic design. Signalization will have the capability to include prioritization for

MUNI buses at all signal controlled intersections.

The location and placement of key sign types at intersections have been considered and recommendations regarding the general approach to signage and signalization are outlined below.

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

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

Figures 73 through 76 on pages 45 and 46 illustrate sample streetscapes on the Shipyard. The streetscape examples show Jerrold Avenue, (between Friedell and Coleman Streets) and Hudson Avenue, with street tree, shrubs, and ground cover plantings, as well as locations of sidewalks, street lights, crosswalks, and parking space boundaries.



Figure 72. Site furnishing samples. Final color palette to be determined in schematic design.

## Color Palette

Color is an important element in the urban environment. It plays a role in establishing the character of an area and often has important cultural implications.

Final color palette will be determined during schematic design. A navy blue or grey color palette could serve as a reminder of the nautical/naval heritage of the site and the San Francisco Bay which surrounds the development on three sides. Color palette should be used carefully to avoid an overly themed appearance.

Since there are many different elements that make up the project, the functional criteria for the application of color to each element are rather specific. The most important general criteria which have influenced the selection of color include the following:

- To the extent feasible (and compatible with the overall design concept), use colors that are standard and in use by the City.
- Color should be applied only in locations where maintenance requirements will be optimized (i.e., out of the reach of vandals) or in situations with high available maintenance.

There is a somewhat conflicting goal of seeking a unique color identity while also meeting the functional need to use a standard color as much as possible. The intent of the color selection is to:

- Select one highly visible identity color which will serve as the “signature” of the Hunters Point Shipyard.
- Select one or more “standard” colors which will serve as color for background elements.

Inspiration for the selection of colors has derived from several sources, including ideas mentioned by the community. These ideas include:

- Shipbuilding history
- Nature and the environment (water, land, flora, fauna)
- Cultural (i.e., “Afrocentric, Chinese, and Ohlone colors and patterns”)
- The MUNI system (i.e., technical, steel, metallic)

## Types of Color Application

There are three general types of color application which will be found in the Hunters Point Shipyard:

- System-wide above grade: A color or colors applied uniformly to certain elements throughout the Hunters Point Shipyard which would contribute to the identity of the overall project, navy blue color palette is proposed.
- Unique identity colors: Colors specific to a given district, neighborhood or feature within the development.
- Neutral or background colors: Elements which are colored to recede into the background. These colors would serve as a background color for a range of elements, including canopy structural elements, handrails, strain poles / mast arms and miscellaneous signal / operations control boxes, etc.

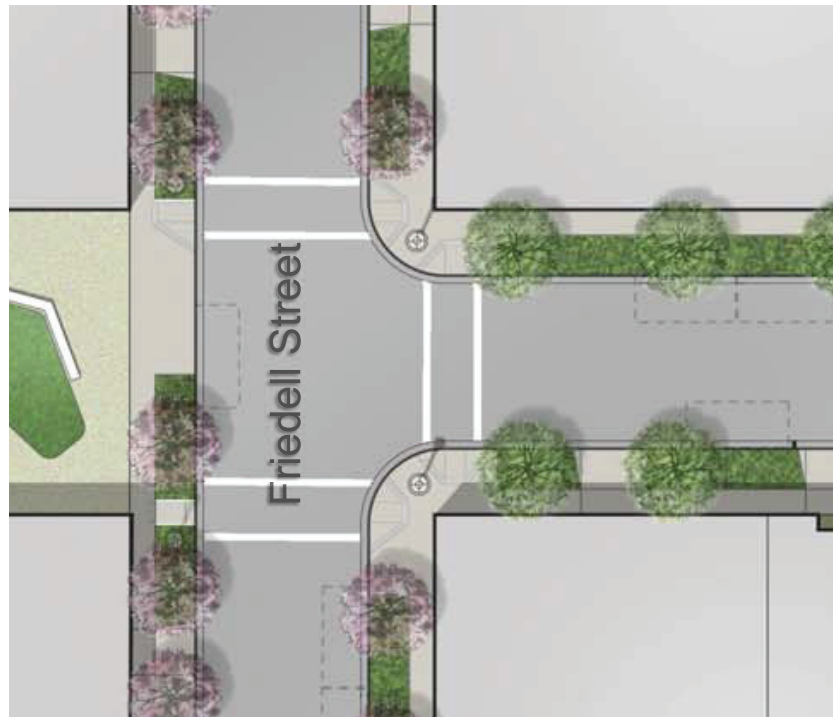


Figure 73. Sample illustrative streetscape detail



Figure 74. Streetscape precedent

Jerrold Avenue Streetscape Legend

- Street
- Sidewalk
- Ground cover
- Shrubs
- Private open space
- Buildings
- Parking space location
- Crosswalk
- Purple leaf plum
- Raywood Ash
- Street light



Figure 75. Sample illustrative streetscape for Jerrold Avenue



**Hudson Avenue Streetscape Legend**

- Street
- Sidewalk
- Ground cover
- Shrubs
- Private open space
- Buildings
- Parking space location
- Crosswalk
- Purple leaf plum
- Raywood Ash
- Street light



Figure 76. Sample illustrative streetscape for Hudson Avenue

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## Acknowledgements

# Acknowledgements

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(\*former members )

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