

SUCCESSOR AGENCY TO THE SAN FRANCISCO REDEVELOPMENT AGENCY

## FOLSOM STREET:

### SCHEMATIC DESIGN PRESENTED TO THE SAN FRANCISCO ARTS COMMISSION CIVIC DESIGN REVIEW



AUGUST 13, 2012  
REVIEW REQUESTED: PHASE 1



**CMG** | ARUP





## INTRODUCTION

This document develops Folsom Street to a schematic design level and incorporates the guidelines outlined in the Transbay Redevelopment Project Area Streetscape & Open Space Concept Plan (Concept Plan) approved in 2006. The Concept Plan was developed by the former San Francisco Redevelopment Agency, ZGF Architects, Marta Fry Landscape Architects, CHS Consulting Group, and ARUP.

In preparing the Streetscape and Open Space Plan, Agency staff and the ZGF team worked in partnership with Planning Department staff so that the new streetscape improvements would flow seamlessly between the Transbay and Rincon Hill neighborhoods. Planning Department staff was present at all major team work sessions and public meetings and provided critical input throughout the development of the draft. Staff and the ZGF team also worked closely with the CAC, holding three public meetings at various stages of the planning process to get feedback from the CAC members and the public at large. Staff and the ZGF team also met with representatives from a wide range of other public agencies throughout the process, including the Transbay Joint Powers Authority, the Metropolitan Transportation Agency, the San Francisco Department of Public Works, the San Francisco County Transportation Authority, the San Francisco Department of the Environment, the Mayor's Office of City Greening, and the San Francisco Arts Commission. Comments and ideas received from the CAC and public agency representatives were integrated into the draft plan.

In 2011, the former San Francisco Redevelopment Agency hired CMG and ARUP to develop the Folsom Street concept design to schematic design. There was a community meeting in December 2011 to review minor revisions and updates. There were 32 attendees at this community meeting.

Comprised of right-of-way improvements along Folsom Street from Second to Spear Street, key streetscape elements include wide, tree-lined sidewalks, high-quality materials and rain gardens, which serve as stormwater detention areas.

Specific recommendations for the streets and open spaces of the Transbay neighborhood follow a set of core objectives:

- Support a pedestrian-oriented mixed-use residential district through streetscape and alley designs
- Require sustainable strategies to support a more livable community and to contribute to the Mayor's "A Green and Clean San Francisco" Initiative
- Enforce the specific roles for each street to balance the functional needs of pedestrians, bicyclists, transit patrons and motorists
- Create a safe and accessible public realm for all ages and abilities
- Modify Folsom to fulfill its future role as a neighborhood "main street," allowing for its conversion to balanced 2-way traffic and to better link the Transbay and Rincon Hill neighborhoods
- Modify the Folsom off-ramp to function better as a gateway into a pedestrian-oriented neighborhood

The undeveloped parcels along Folsom Street are the former site of the Caltrans freeway off-ramp, which was demolished due to damage sustained during the 1989 Loma Prieta Earthquake. Pursuant to a cooperative agreement, Caltrans will transfer these parcels to the City and County of San Francisco for sale and development of a new mixed use community. The schedule of design and construction of each area will be staggered to accommodate the construction needs of the Transbay Transit Center and to coordinate with adjacent development in empty parcels and Transbay Terminal construction. The timeframe for the sale of the parcels along Folsom Street is between 2008 and 2017.

## TABLE OF CONTENTS

L0.00	Introduction
L0.01	Site Plan – Existing Conditions
L0.02	Site Images – Existing Conditions
L0.03	Site Images – Existing Conditions

### Materials Plan

L1.00	Overall Site Plan – Key Plan
L1.01	Materials Plan – Second to Essex
L1.02	Materials Plan – Essex to First
L1.03	Materials Plan – First to Fremont
L1.04	Materials Plan – Fremont to Beale
L1.05	Materials Plan – Beale to Main
L1.06	Materials Plan – Main to Spear
L1.07	Perspective
L1.08	Perspective
L1.09	Perspective
L1.10	Section
L1.11	Section
L1.12	Section

### Grading Plan

<del>L2.00</del>	<del>Grading Diagram *</del>
L2.01	Stormwater Diagram
<del>L2.02</del>	<del>Existing Underground Utility Diagram *</del>
<del>L2.03</del>	<del>Existing Surface Vault Diagram *</del>

### Planting

L3.00	Planting Diagram
L3.01	Planting Images and Details

### Site materials and furnishings

L4.00	Perspective of Rain Garden
L4.01	Site Material Images
L4.02	Site Furnishings
L4.03	Rain Garden Details

### References and Acknowledgements

#### Appendices \*





<del>Appendix A:</del>	<del>Streetscape design criteria *</del>
<del>Appendix B:</del>	<del>Stormwater Memo of Understanding *</del>
<del>Appendix C:</del>	<del>Arborist Report *</del>

\* Schematic Design graphics not included in SFAC submittal.





Transit District Site Context

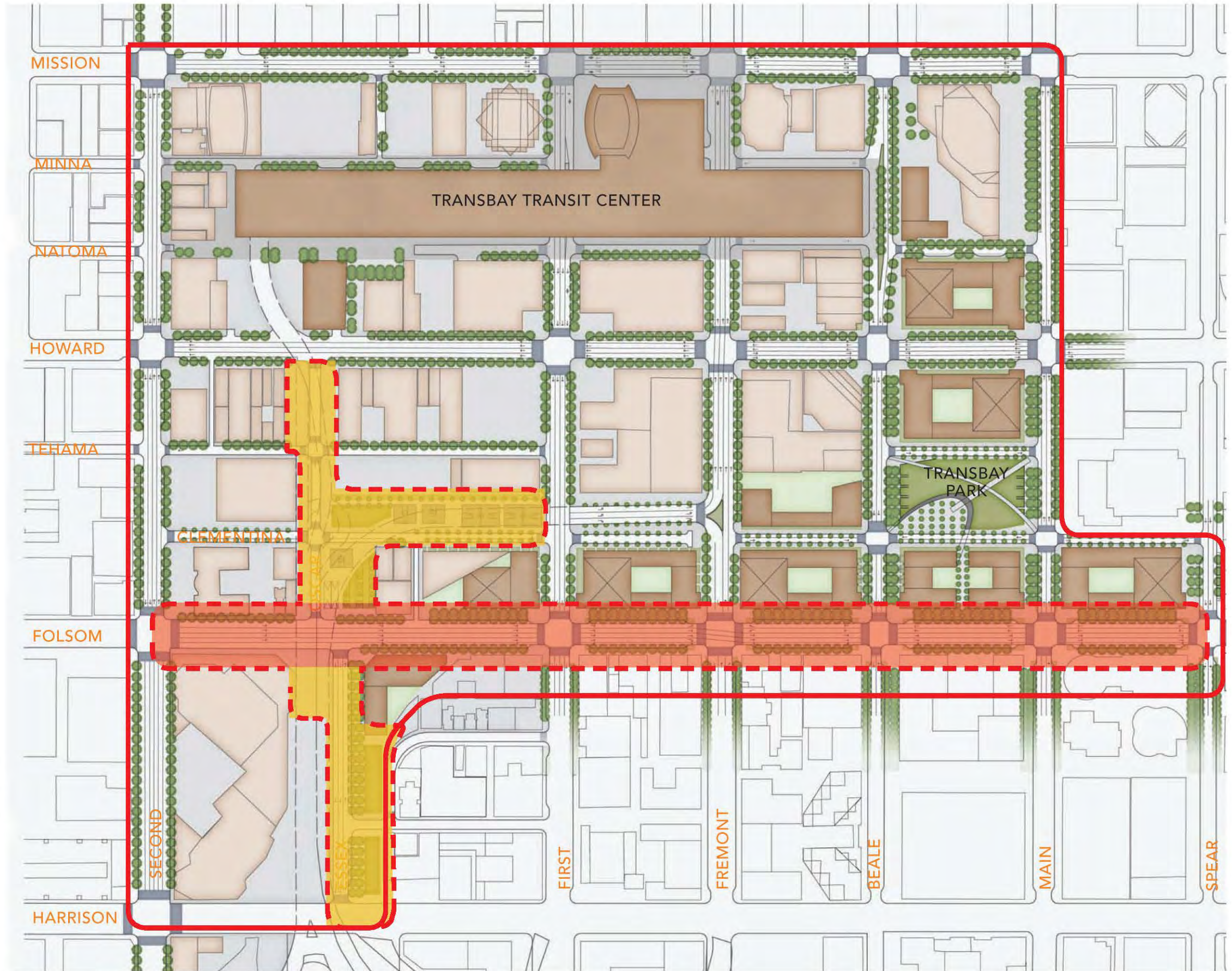
-  Folsom Street Improvements  
- 95% Schematic Design
-  Oscar Park and Essex Street Improvements  
- 75% Concept Design Phase
-  Transbay District Redevelopment Area
-  CMG scope of improvements

Legend

-  Proposed Redevelopment
-  Existing Buildings
-  Transbay Transit Center Area
-  Proposed Public Open Space
-  Proposed Private Open Space

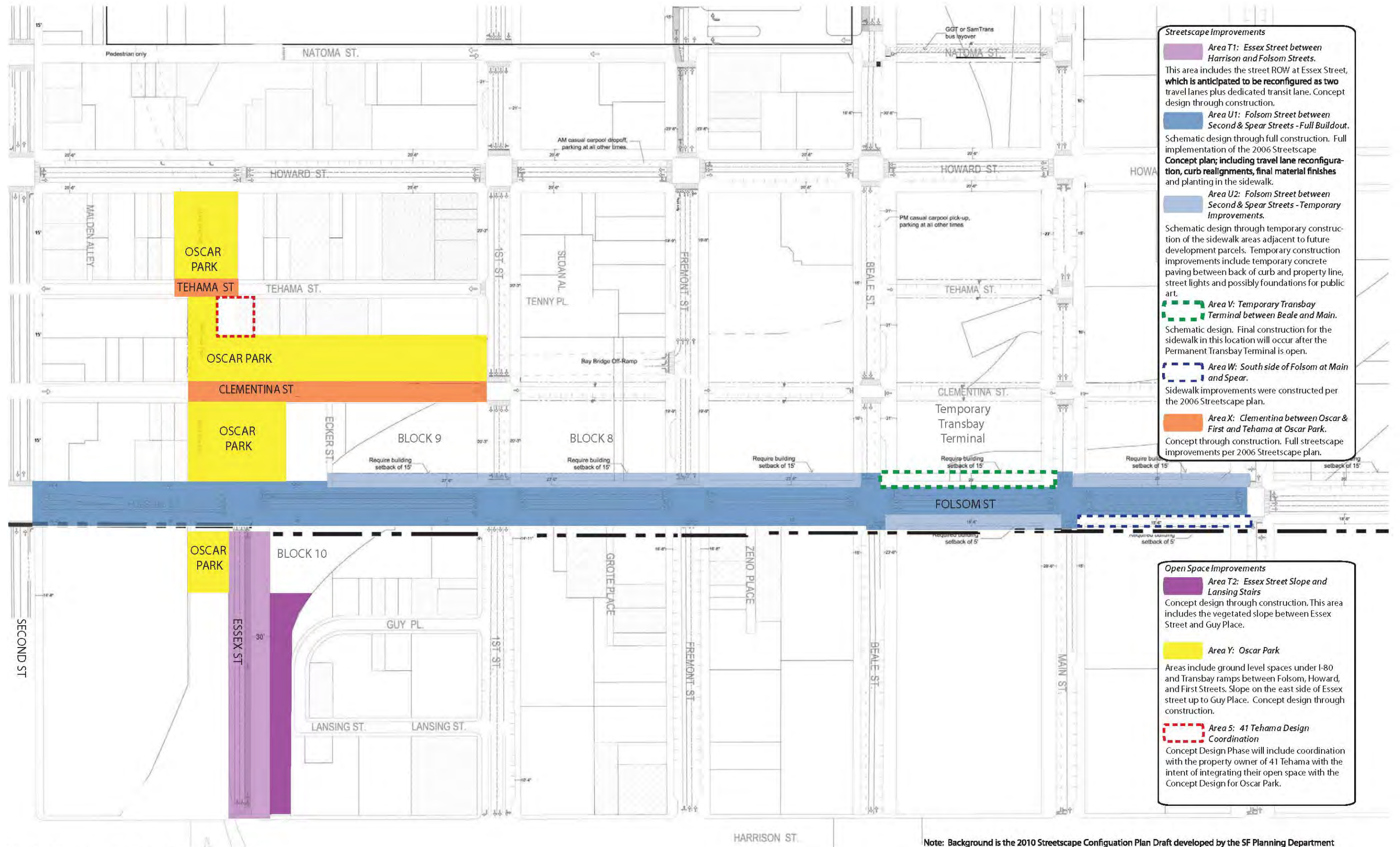
Illustrative Concept Plan

This plan conveys how the landscape of the Transbay neighborhood will be dramatically altered once all the recommendations are realized.



Per 2006 Transbay Redevelopment Project Area Streetscape & Open Space Concept Plan





**Streetscape Improvements**

- Area T1: Essex Street between Harrison and Folsom Streets.**  
 This area includes the street ROW at Essex Street, which is anticipated to be reconfigured as two travel lanes plus dedicated transit lane. Concept design through construction.
- Area U1: Folsom Street between Second & Spear Streets - Full Buildout.**  
 Schematic design through full construction. Full implementation of the 2006 Streetscape Concept plan; including travel lane reconfiguration, curb realignments, final material finishes and planting in the sidewalk.
- Area U2: Folsom Street between Second & Spear Streets - Temporary Improvements.**  
 Schematic design through temporary construction of the sidewalk areas adjacent to future development parcels. Temporary construction improvements include temporary concrete paving between back of curb and property line, street lights and possibly foundations for public art.
- Area V: Temporary Transbay Terminal between Beale and Main.**  
 Schematic design. Final construction for the sidewalk in this location will occur after the Permanent Transbay Terminal is open.
- Area W: South side of Folsom at Main and Spear.**  
 Sidewalk improvements were constructed per the 2006 Streetscape plan.
- Area X: Clementina between Oscar & First and Tehama at Oscar Park.**  
 Concept through construction. Full streetscape improvements per 2006 Streetscape plan.

**Open Space Improvements**

- Area T2: Essex Street Slope and Lansing Stairs**  
 Concept design through construction. This area includes the vegetated slope between Essex Street and Guy Place.
- Area Y: Oscar Park**  
 Areas include ground level spaces under I-80 and Transbay ramps between Folsom, Howard, and First Streets. Slope on the east side of Essex street up to Guy Place. Concept design through construction.
- Area 5: 41 Tehama Design Coordination**  
 Concept Design Phase will include coordination with the property owner of 41 Tehama with the intent of integrating their open space with the Concept Design for Oscar Park.

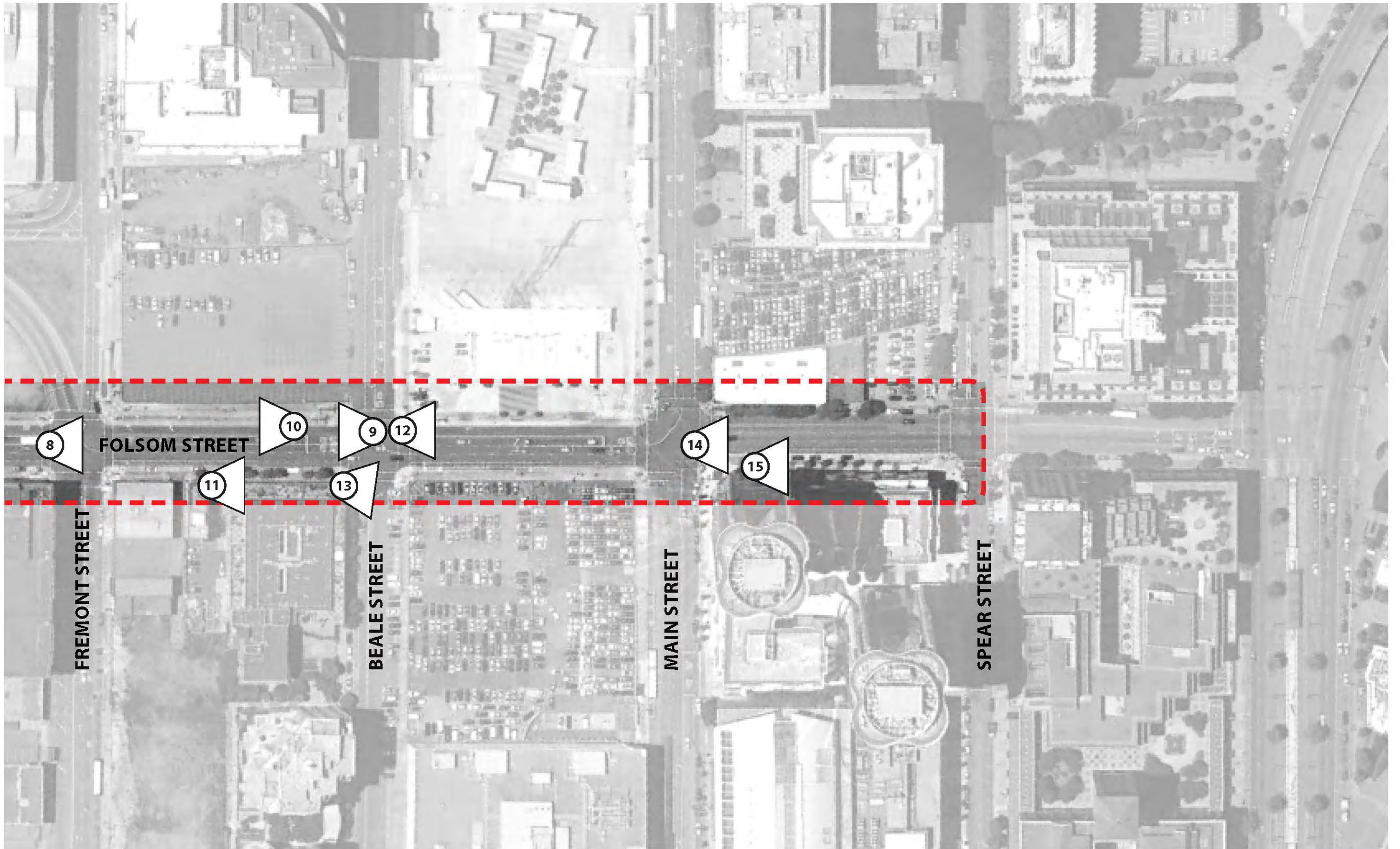
Note: Background is the 2010 Streetscape Configuration Plan Draft developed by the SF Planning Department

Transbay Streetscape and Open Space: Project Areas









8

FOLSOM STREET

10

9

12

11

13

14

15

FREMONT STREET

BEALE STREET

MAIN STREET

SPEAR STREET

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CMG  
ARUP SBCA

NORTH  
↑

L0.01

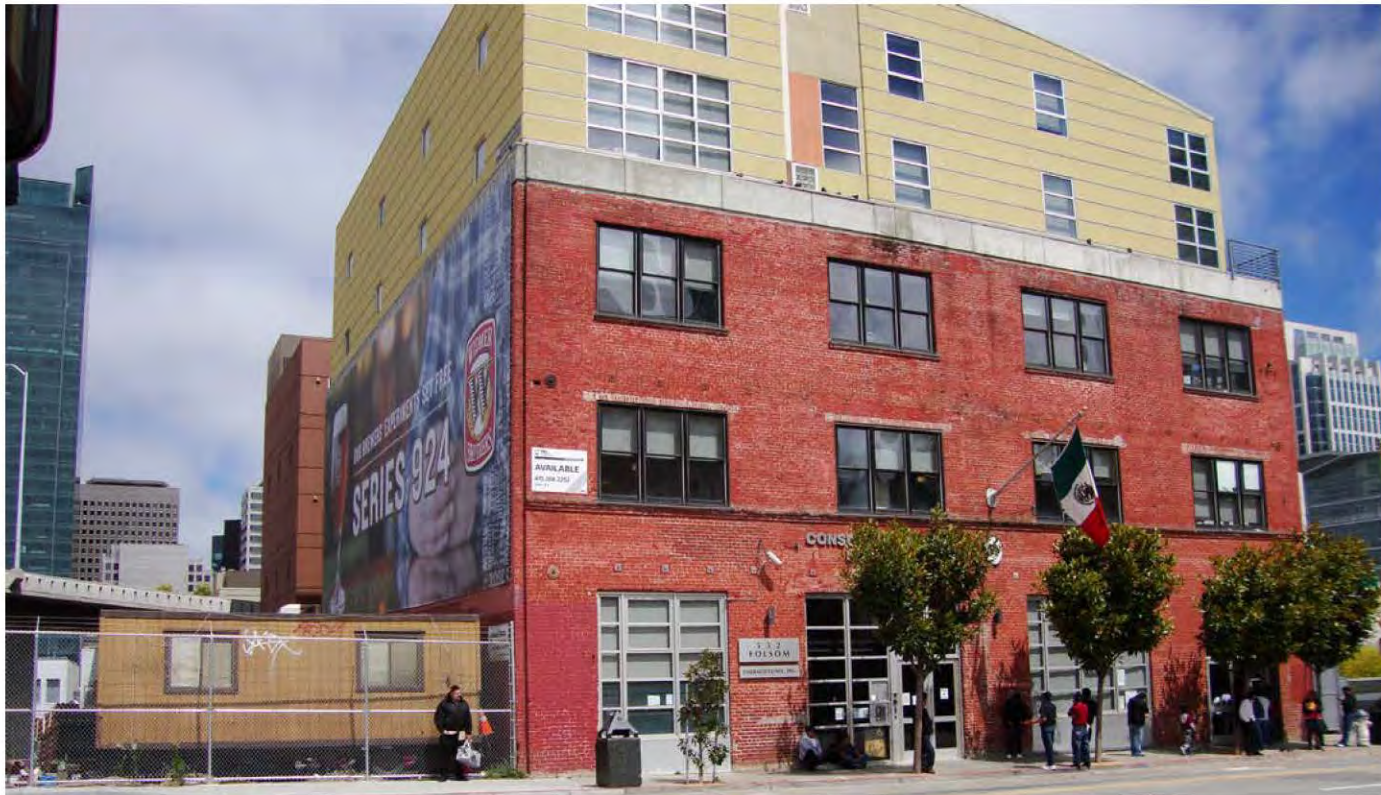




① At Second Street: view east down Folsom Street



② At Essex Street: view west up Folsom Street beneath Caltrans ramp



③ At Essex Street: view north across Folsom Street toward Mexican Consulate

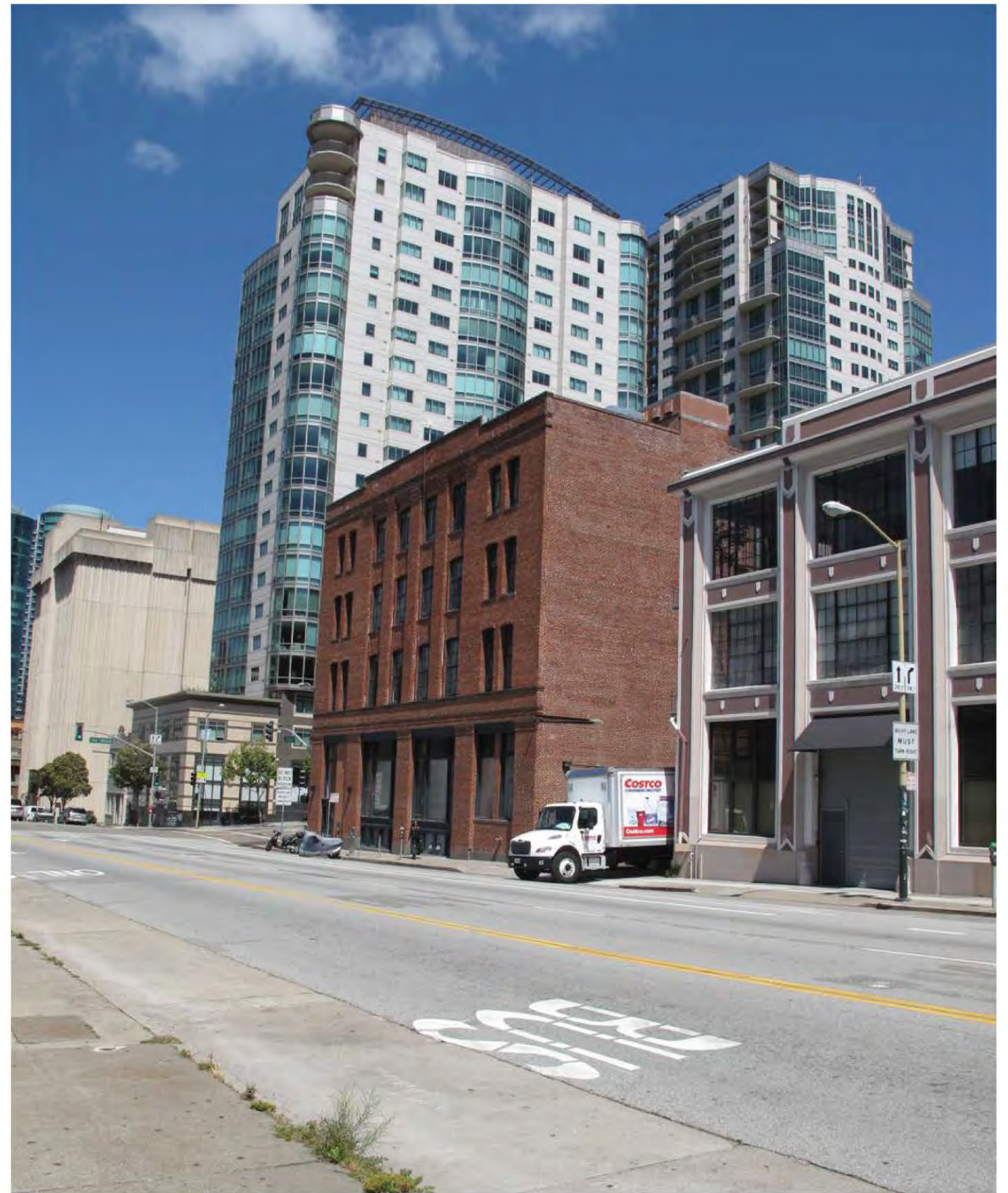


④ At Essex Street: view east down Folsom Street





5 At First Street: view west up Folsom



7 Near First Street: view east down Folsom



6 At First Street: view east down Folsom toward PG&E substation





8 At Fremont Street: view east down Folsom Street



9 At Beale Street: view west up Folsom Street



10 Near Beale Street: view west up Folsom Street

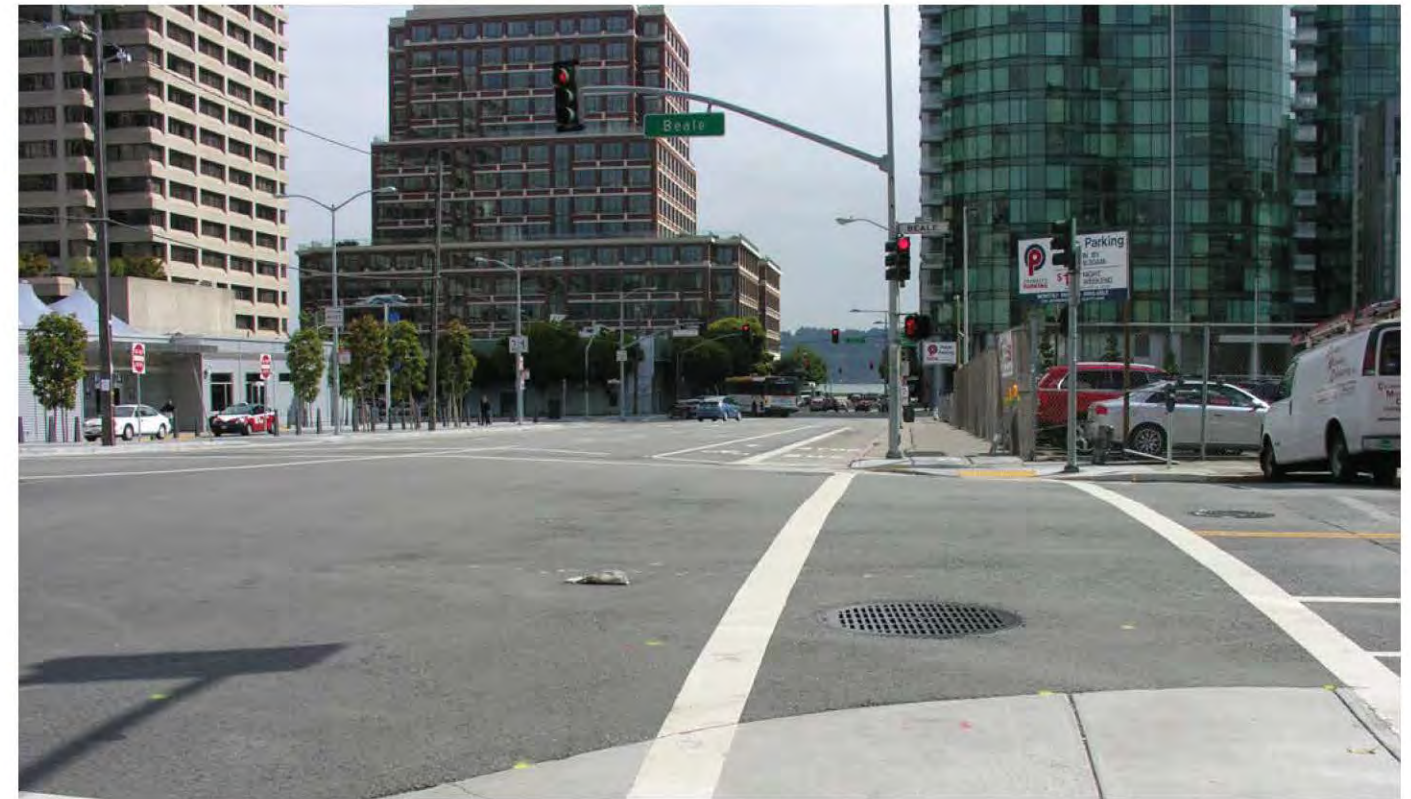


11 Near Beale Street: view east down Folsom Street





12 At Beale Street: view east down Folsom Street at Temporary Transit Terminal



13 At Beale Street: view east down Folsom Street

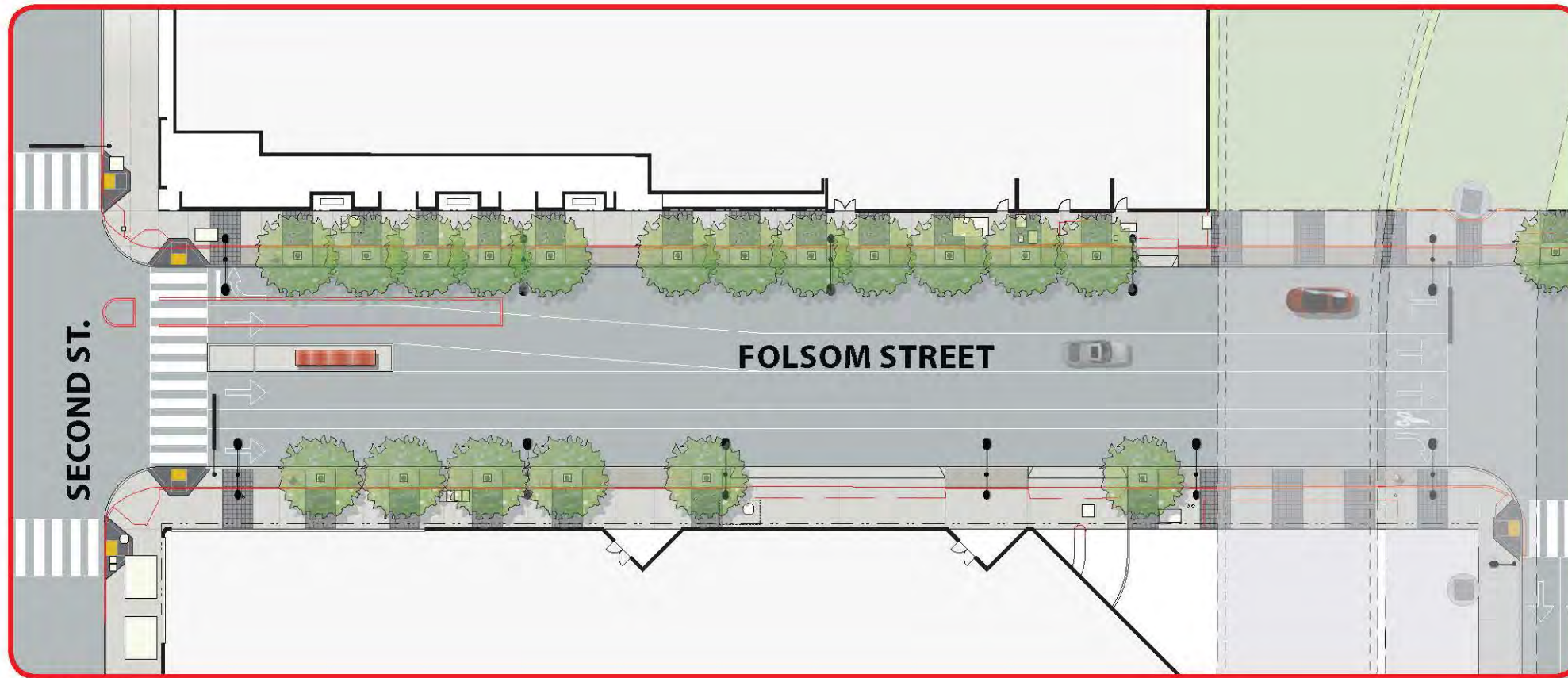


14 At Main Street: view east down Folsom Street



15 Near Main Street: view east down Folsom Street

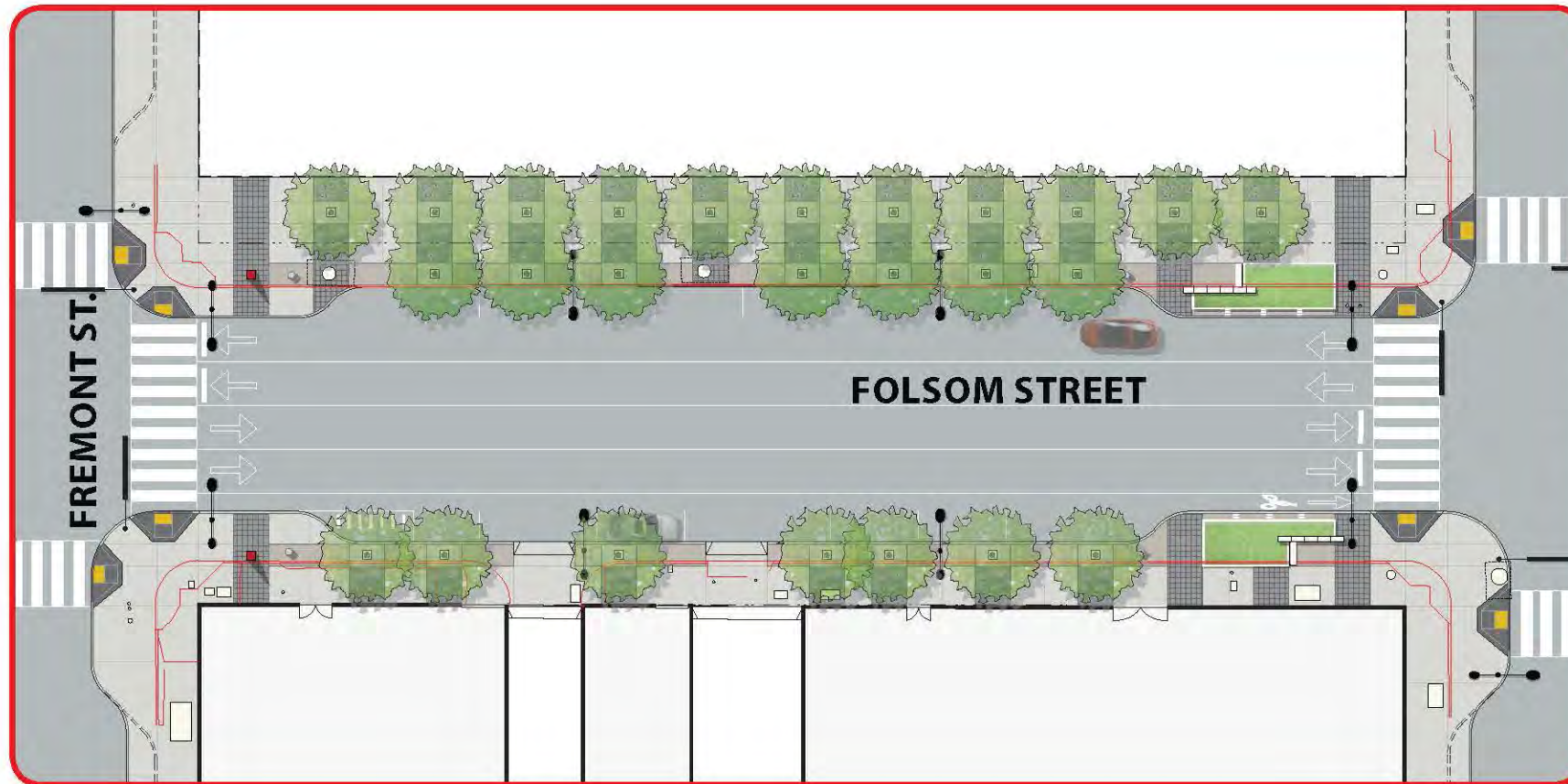




L1.01



L1.02

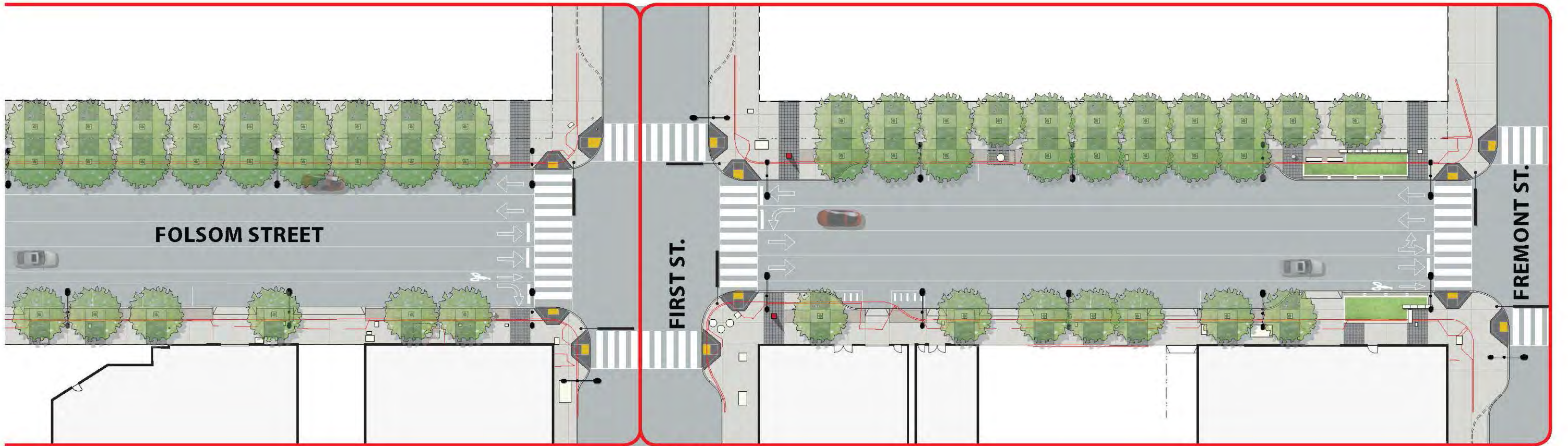


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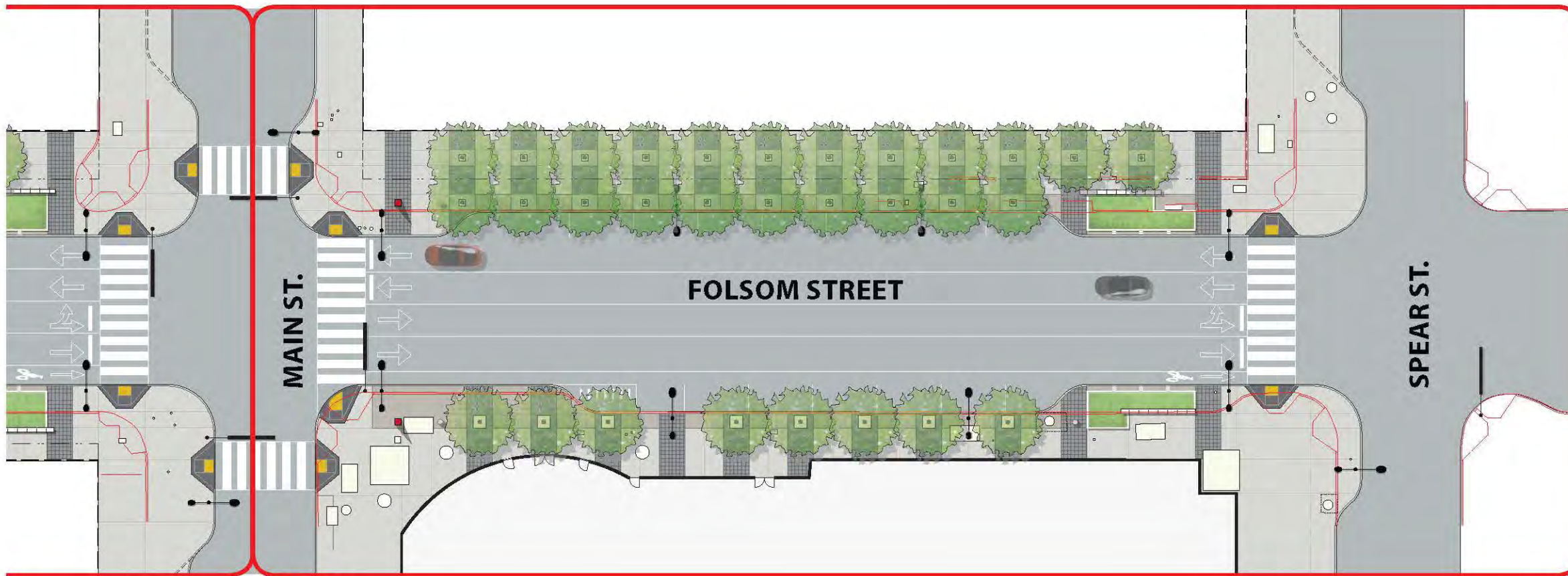


L1.05





L1.03



L1.06

SCALE: 1" = 40'-0"



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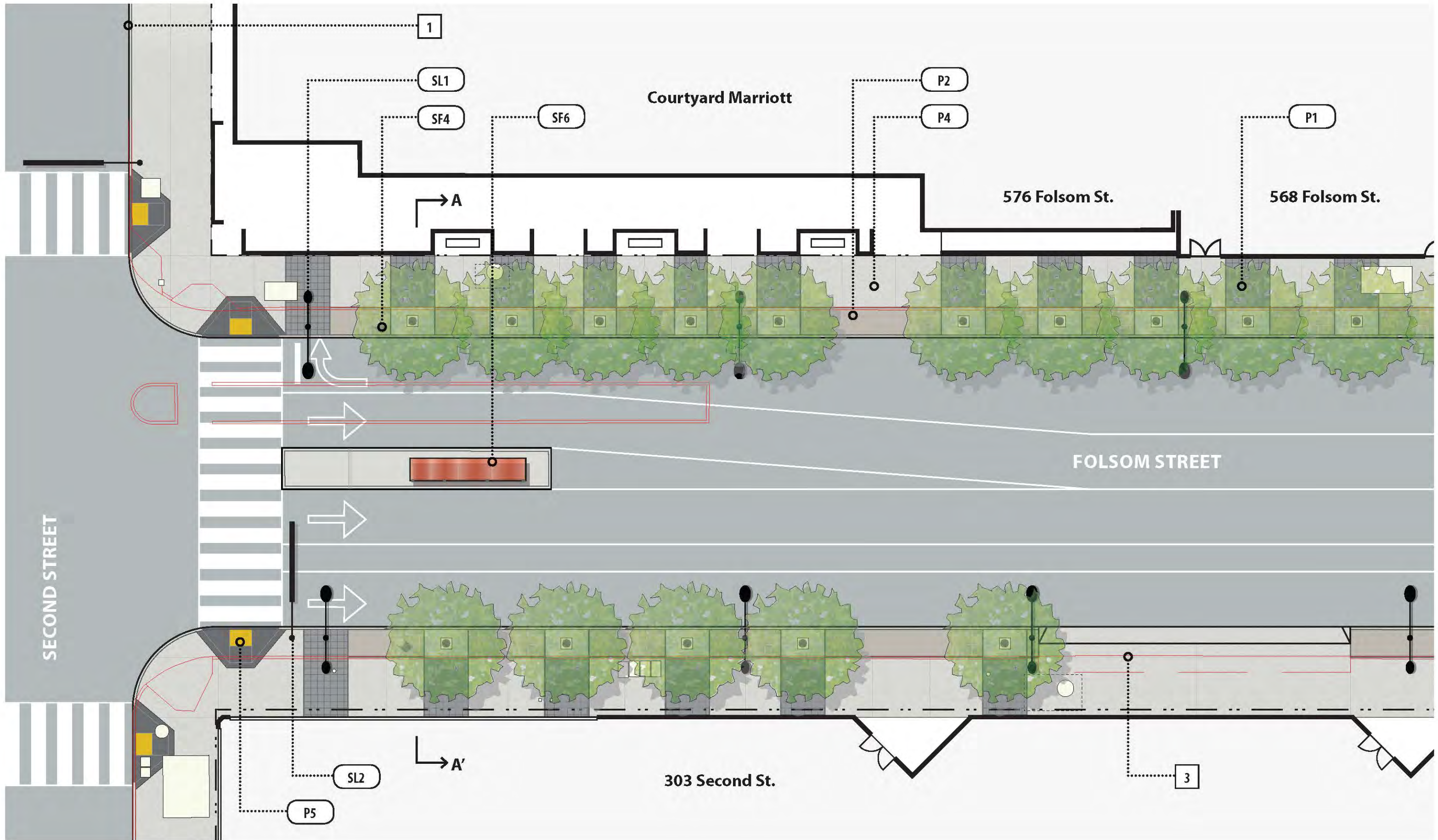


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ARUP SBCA

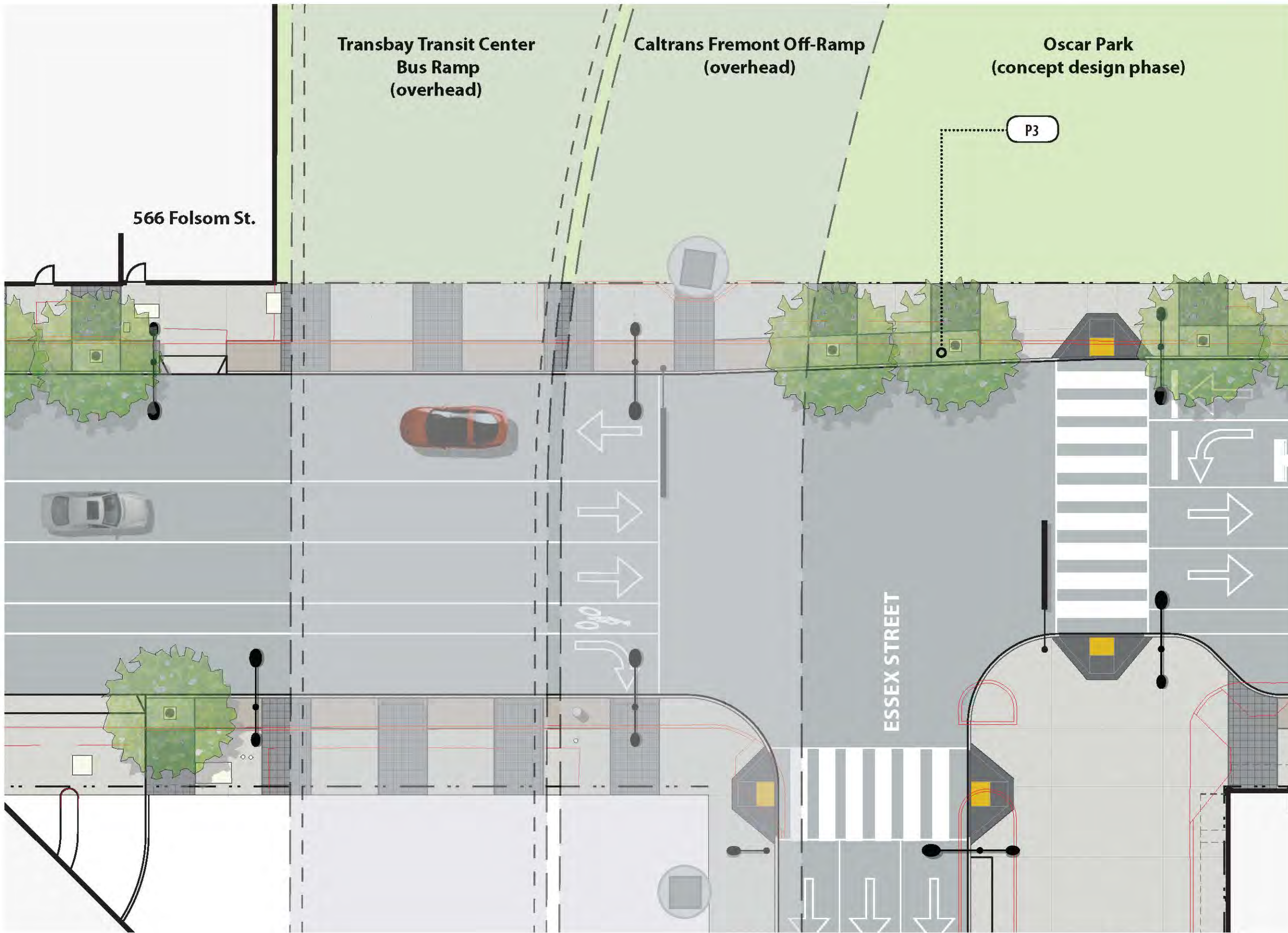


L1.00









<b>KEY PLAN</b>	
<b>PAVING MATERIALS</b>	
P1	8'-0" wide granite band
P2	5'-0" wide permeable paver band
P3	Permeable gravel at tree pit
P4	Concrete paving with integral color
P5	Accessible ramp
<b>SITE FURNISHINGS</b>	
SF1	Rain gardens with the following elements:
SF1A	CIP concrete seat wall and curb
SF1B	Skate deterrent/armrest
SF1C	Drain inlet with bronze grate
SF2	Custom bench
SF3	Bike rack
SF4	Trash and recycling receptacle
SF5	Bollard
SF6	SFMTA Bus shelter
<b>STREET LIGHTING</b>	
SL1	Street light with vehicular and pedestrian fixtures
SL2	Traffic signal
<b>WAYFINDING GRAPHICS (BY OTHERS)</b>	
	Potential location for wayfinding graphics
<b>NOTES</b>	
1	Full build-out curb alignment
2	Interim condition curb alignment
3	Existing curb

SCALE: 1/16" = 1'-0"



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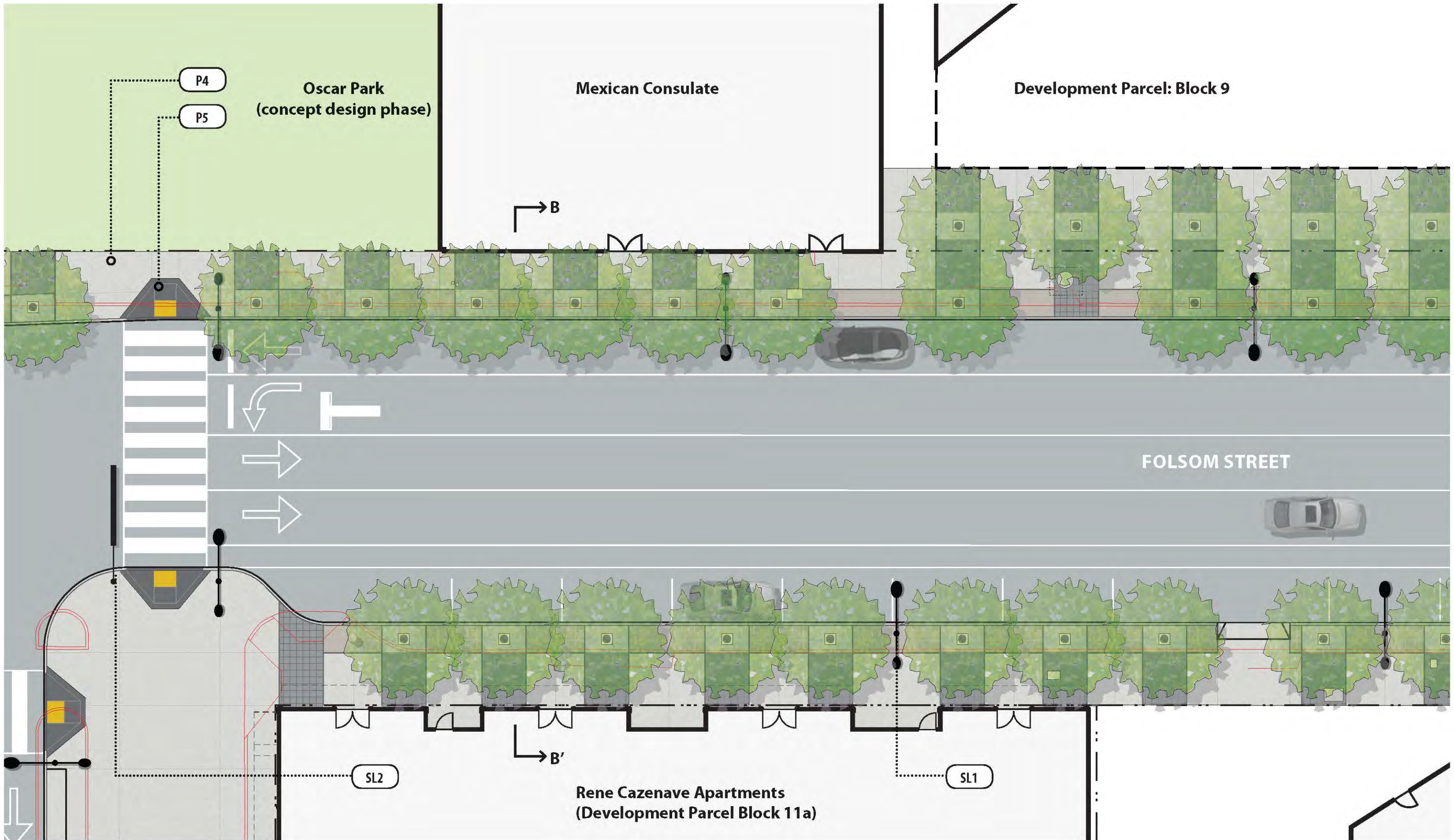


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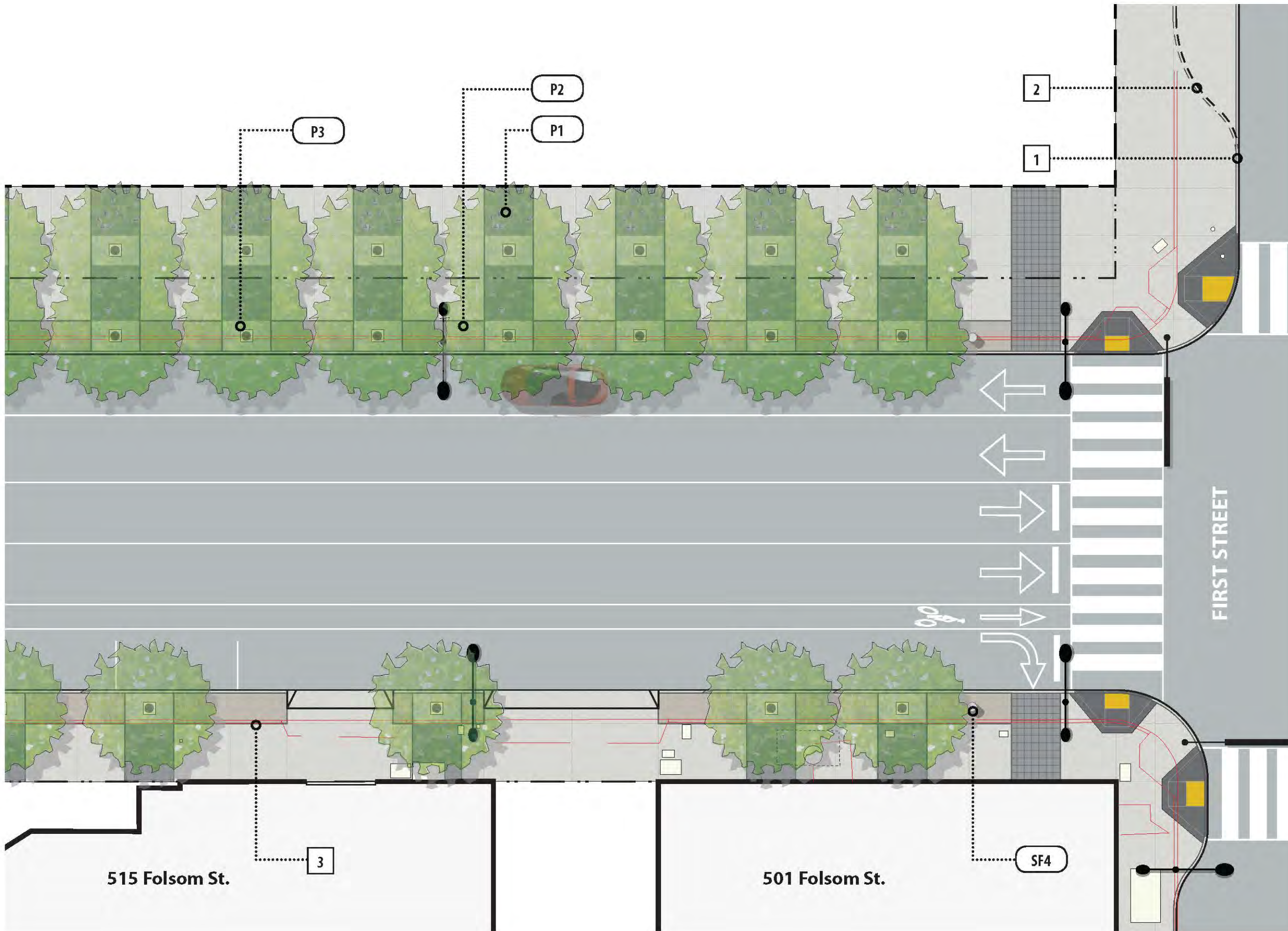


L1.01









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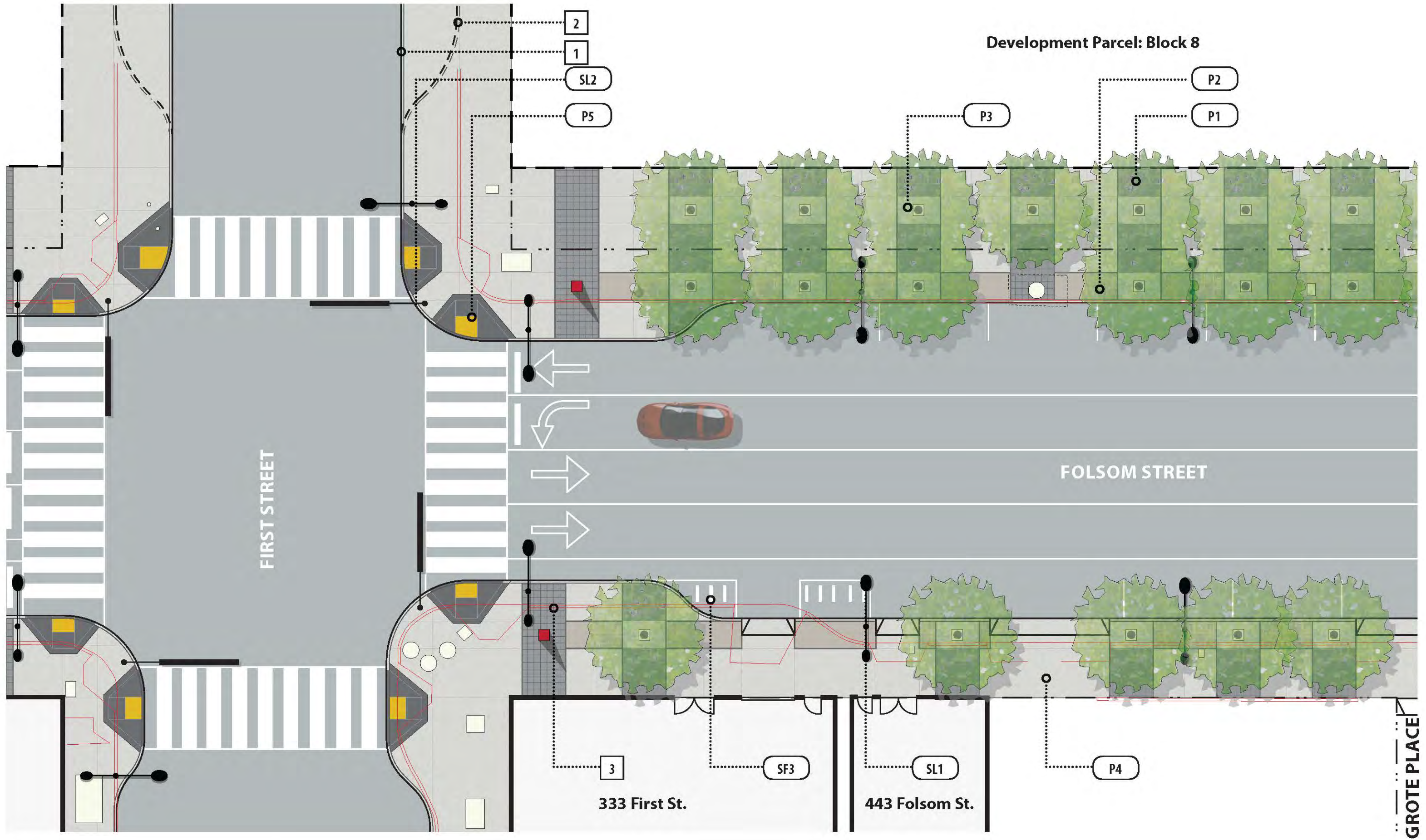


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ARUP SBCA

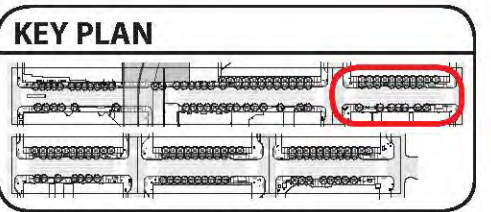
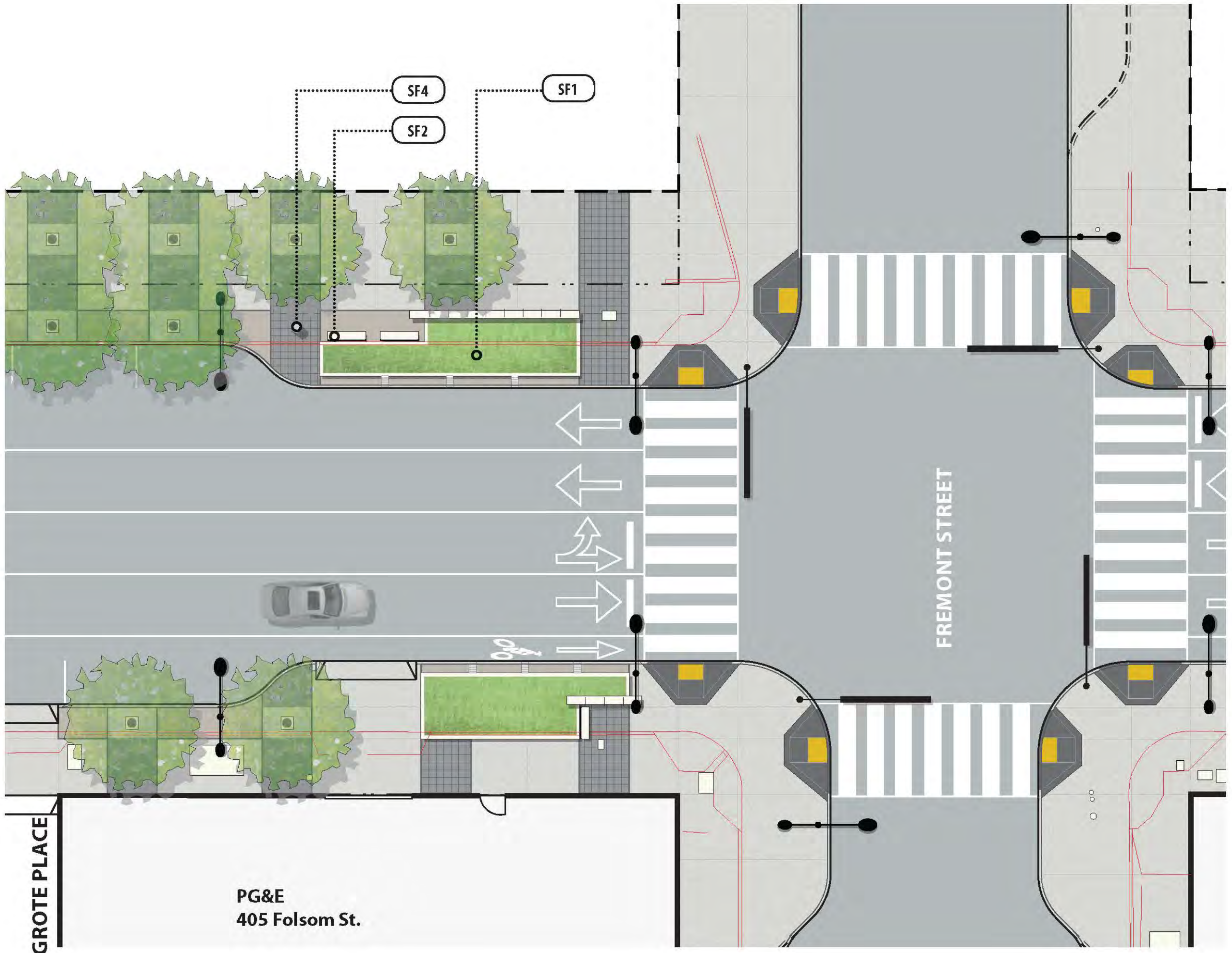


L1.02









- PAVING MATERIALS**
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  - P5 Accessible ramp

- SITE FURNISHINGS**
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- STREET LIGHTING**
- SL1 Street light with vehicular and pedestrian fixtures
  - SL2 Traffic signal

- WAYFINDING GRAPHICS (BY OTHERS)**
- Potential location for wayfinding graphics

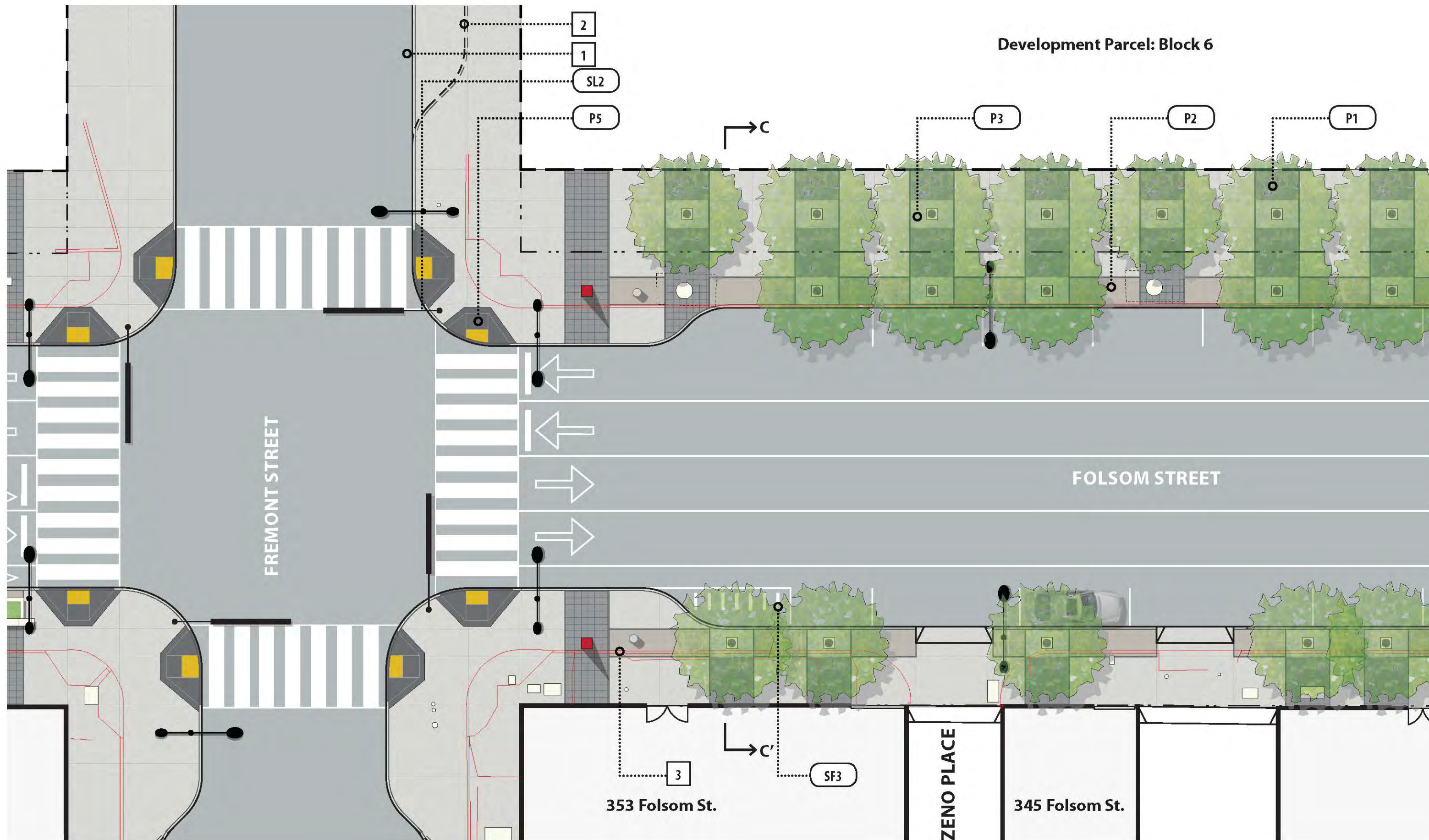
- NOTES**
- 1 Full build-out curb alignment
  - 2 Interim condition curb alignment
  - 3 Existing curb

GROTE PLACE

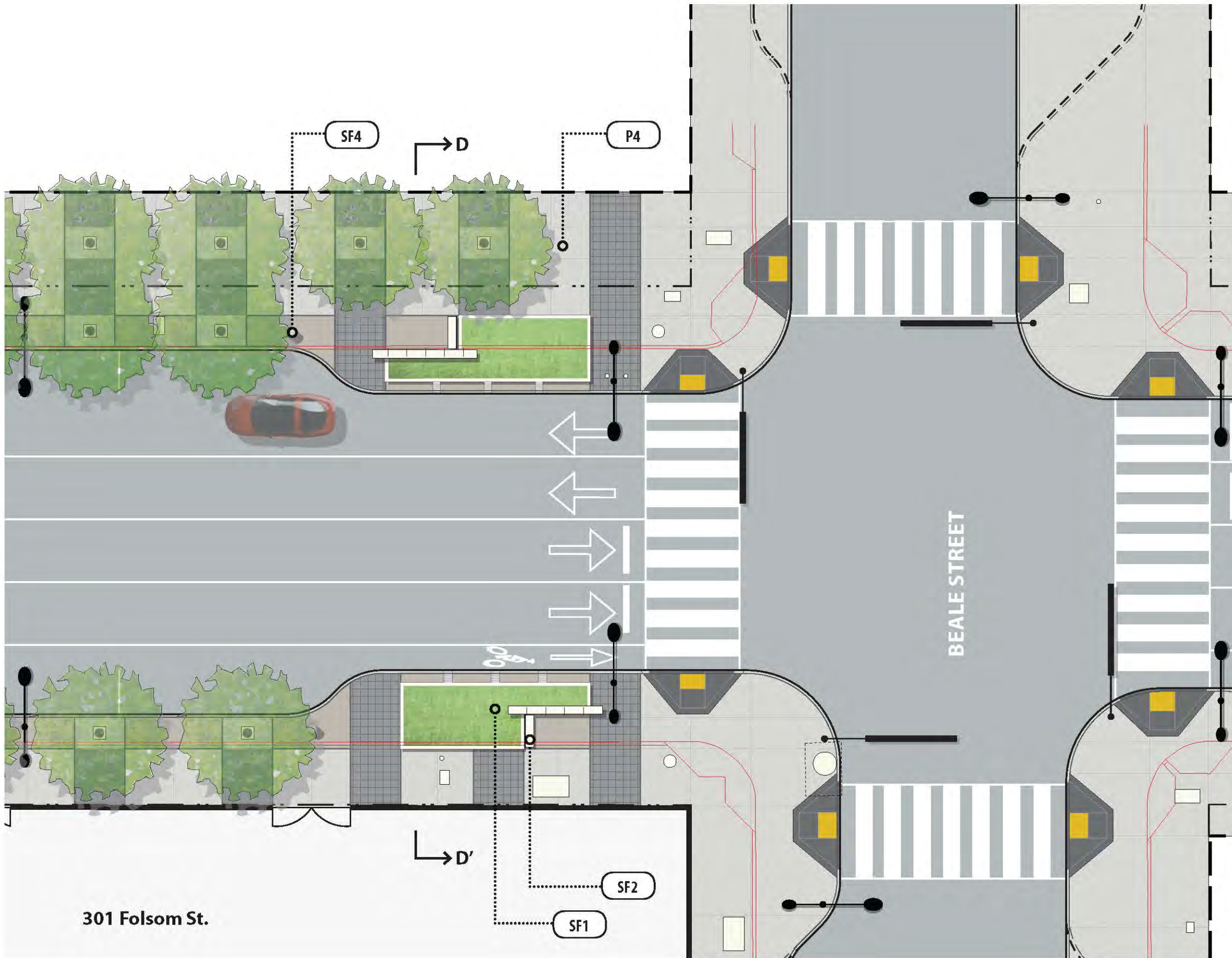
PG&E  
405 Folsom St.

FREMONT STREET







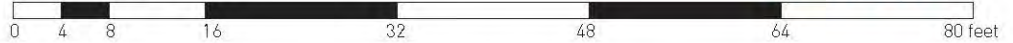


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301 Folsom St.

SCALE: 1/16" = 1'-0"

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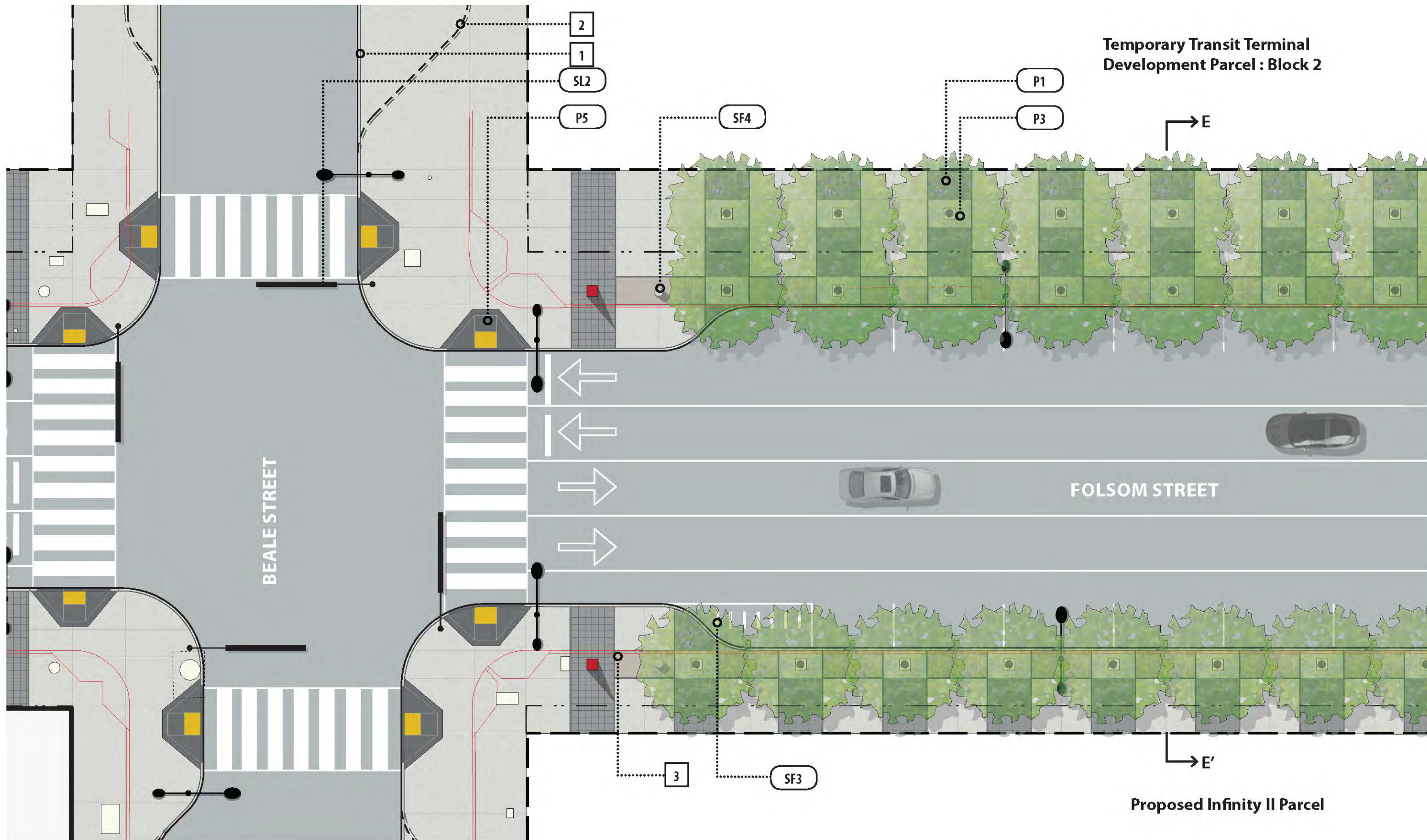


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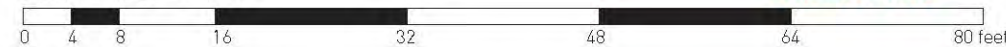






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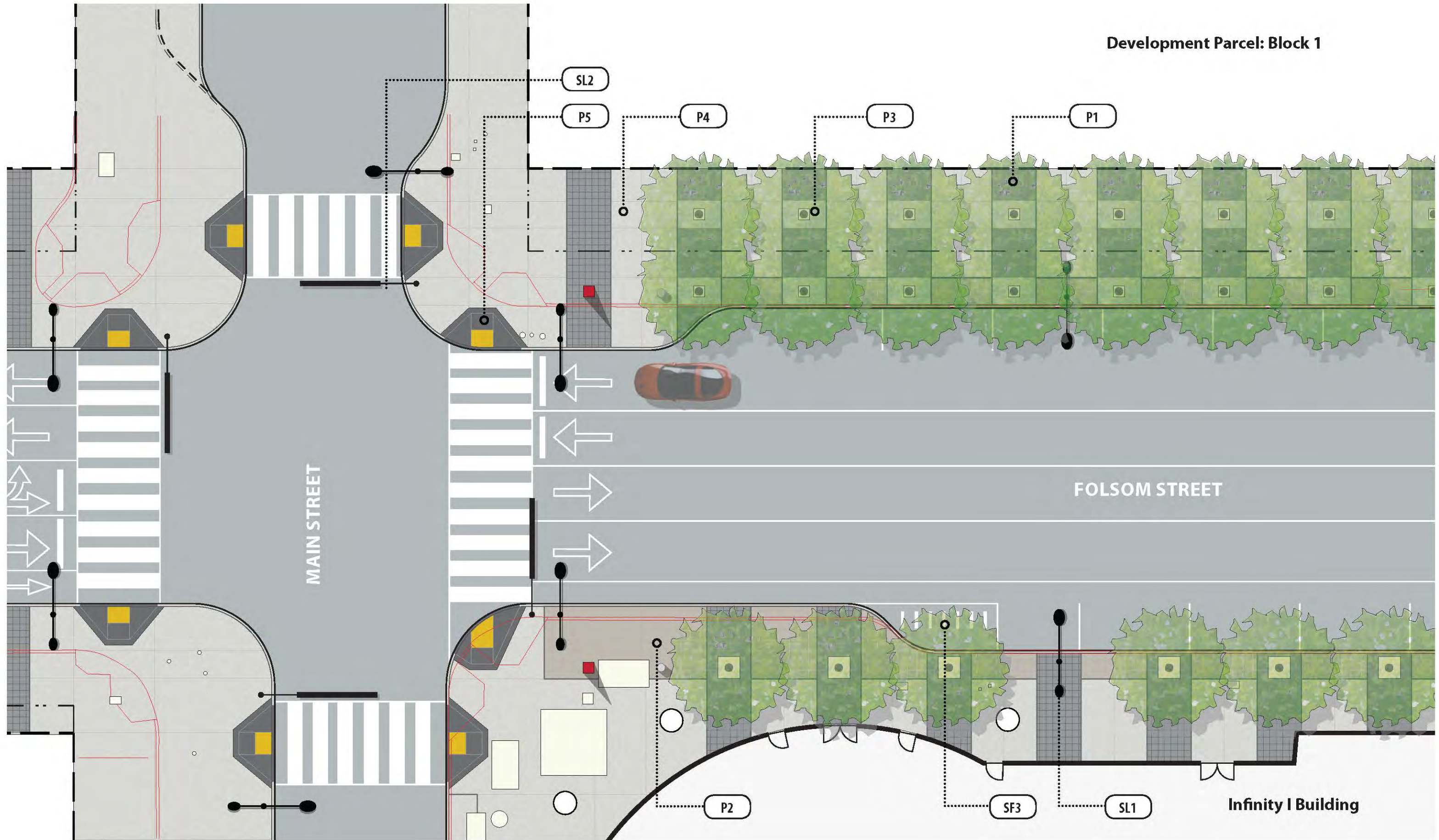
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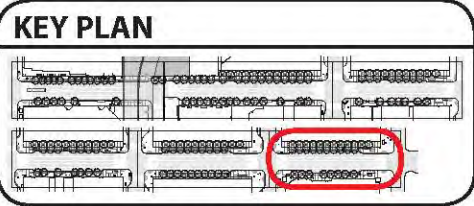
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Development Parcel: Block 1







- ### PAVING MATERIALS
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  - P3** Permeable gravel at tree pit
  - P4** Concrete paving with integral color
  - P5** Accessible ramp

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- ### STREET LIGHTING
- SL1** Street light with vehicular and pedestrian fixtures
  - SL2** Traffic signal

- ### WAYFINDING GRAPHICS (BY OTHERS)
- Potential location for wayfinding graphics

- ### NOTES
- 1** Full build-out curb alignment
  - 2** Interim condition curb alignment
  - 3** Existing curb



- Street light with vehicular and pedestrian fixtures ..... SL1 .....
- Potential location for wayfinding graphics .....
- Accessible ramp ..... P5 .....
- Rain garden ..... SF1 .....
- CIP Concrete seat wall and curb with skate deterrent/arm rests at CIP seat wall ..... SF1A SF1B .....
- Custom bench ..... SF2 .....
- 8'-0" wide granite bands ..... P1 .....
- Permeable gravel at tree pit ..... P3 .....
- 5'-0" wide permeable paver band ..... P2 .....
- Concrete paving with integral color ..... P4 .....





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**CMG**  
ARUP SBCA

NORTH  
↑

L1.07



Street light with vehicular  
and pedestrian fixtures

SL1

Potential location for wayfinding graphics

Bike rack

SF3

Accessible ramp

P5

Rain garden

SF1

CIP concrete seat wall and curb

SF1A

Custom Bench

SF2

8'-0" wide granite bands

P1

5'-0" wide permeable paver band

P2

Concrete paving with integral color

P4





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**CMG**  
ARUP SBCA

NORTH  
↑

L1.08



Rain garden	.....	SF1	.....
CIP Concrete seat wall and curb	.....	SF1A	.....
Skate deterrent / arm rests at CIP seat wall	.....	SF1B	.....
Custom bench	.....	SF2	.....
8'-0" wide granite bands	.....	P1	.....
5'-0" wide permeable paver band	.....	P2	.....
Concrete paving with integral color	.....	P4	.....





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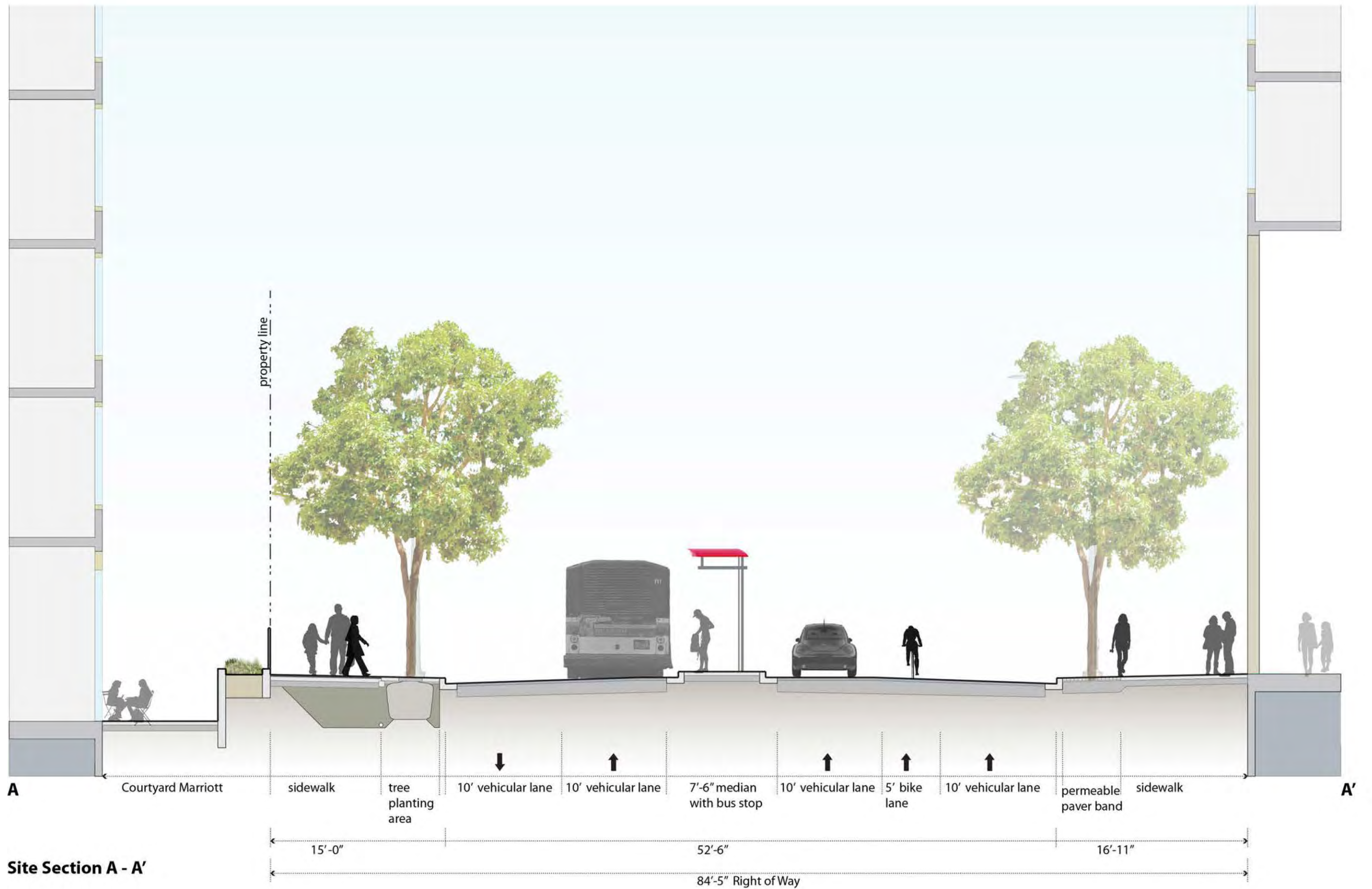


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ARUP SBCA

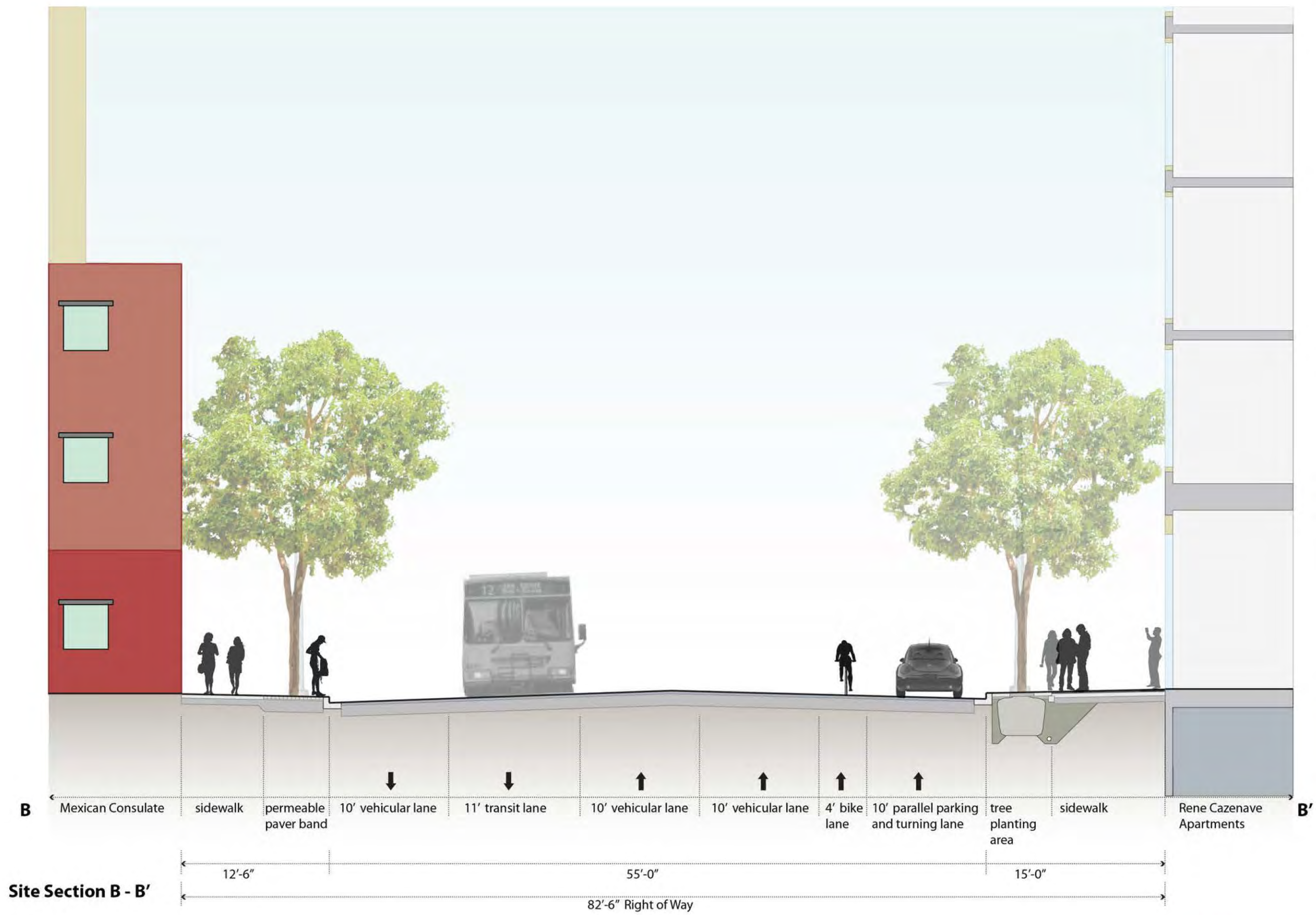


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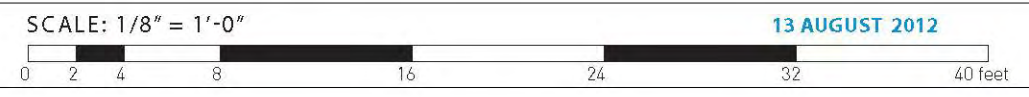








Site Section B - B'



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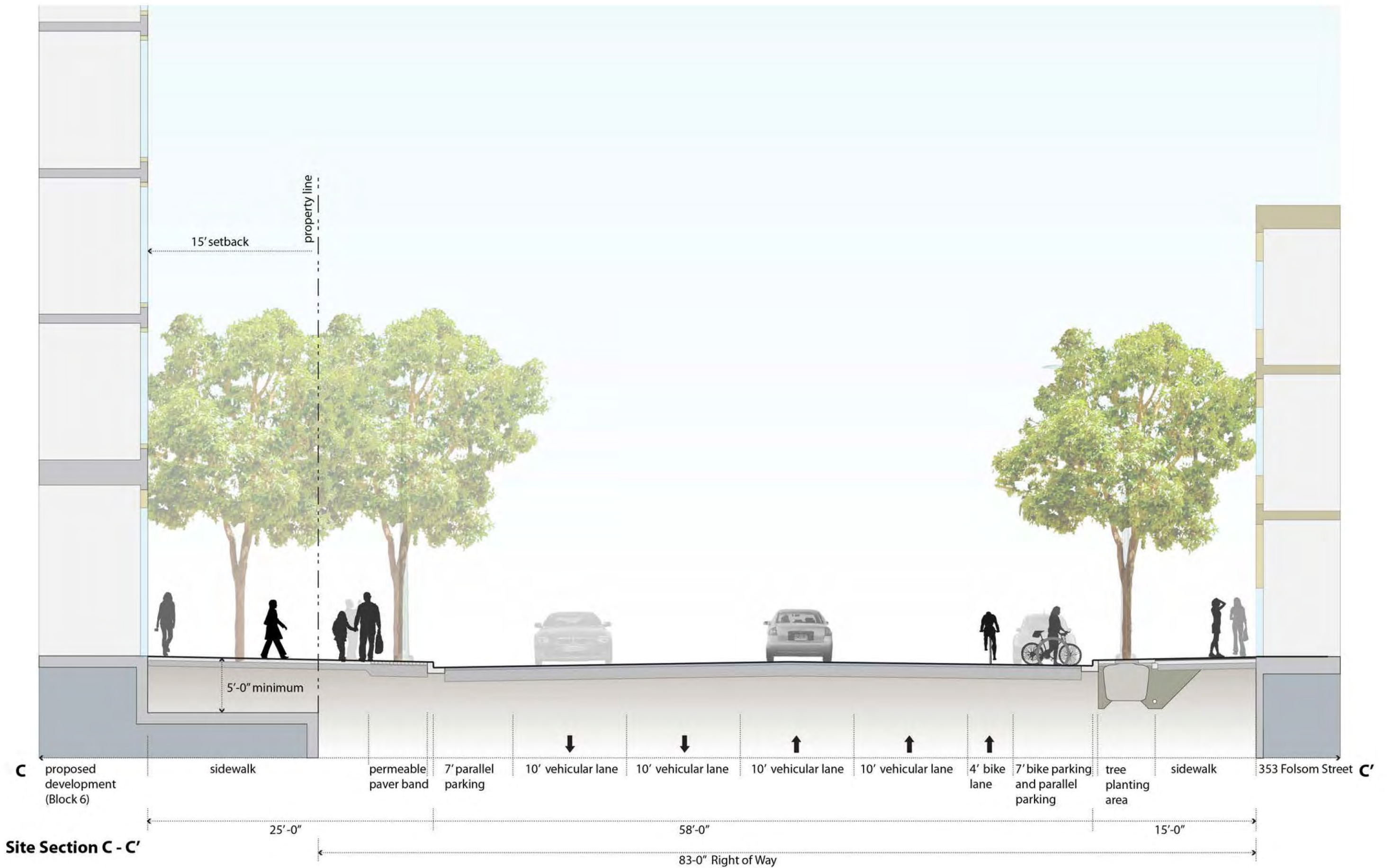


**CMG**  
ARUP SBCA

NORTH  
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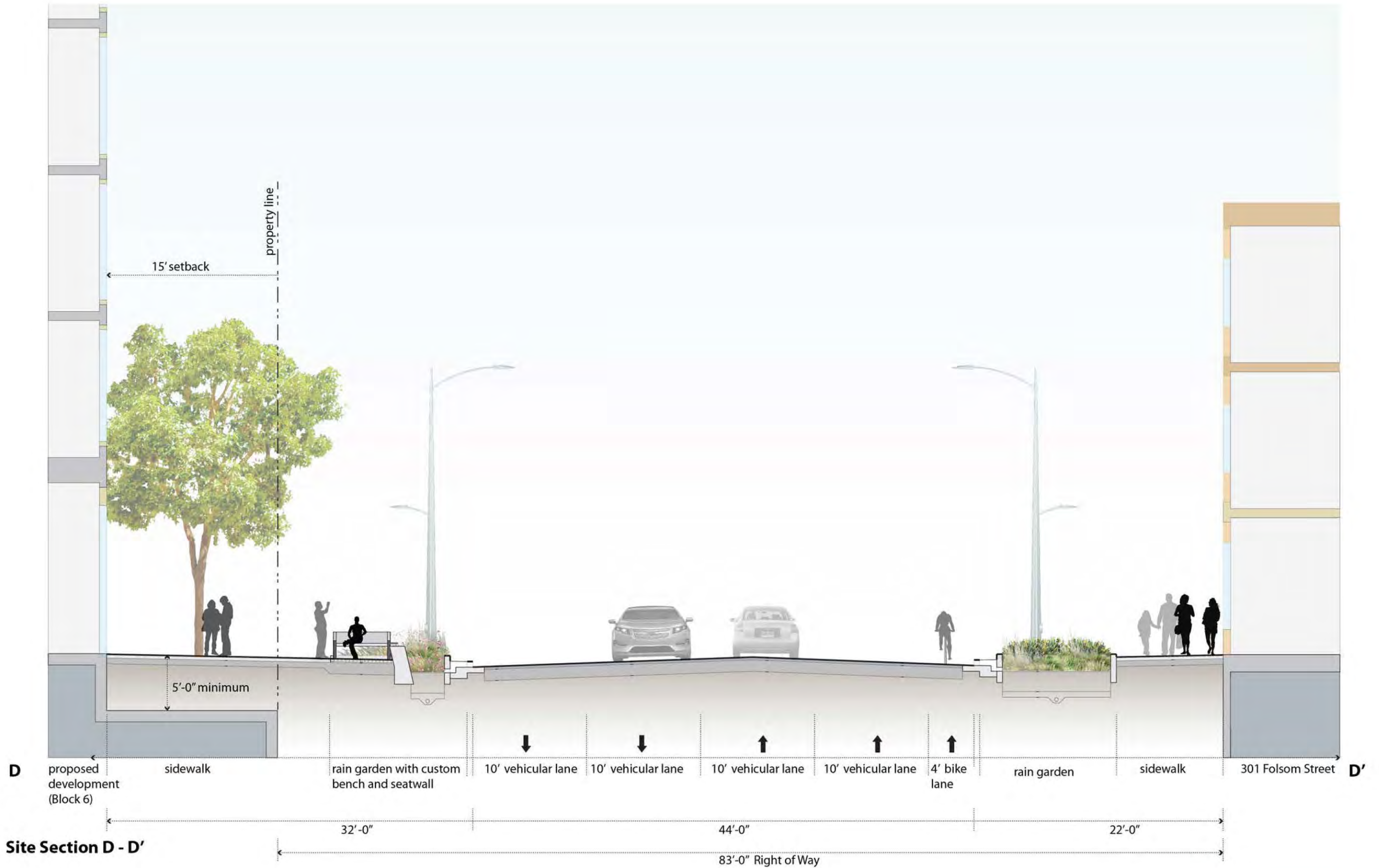
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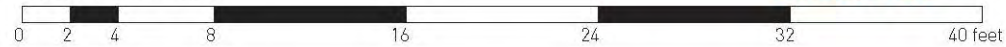


Site Section C - C'





SCALE: 1/8" = 1'-0"



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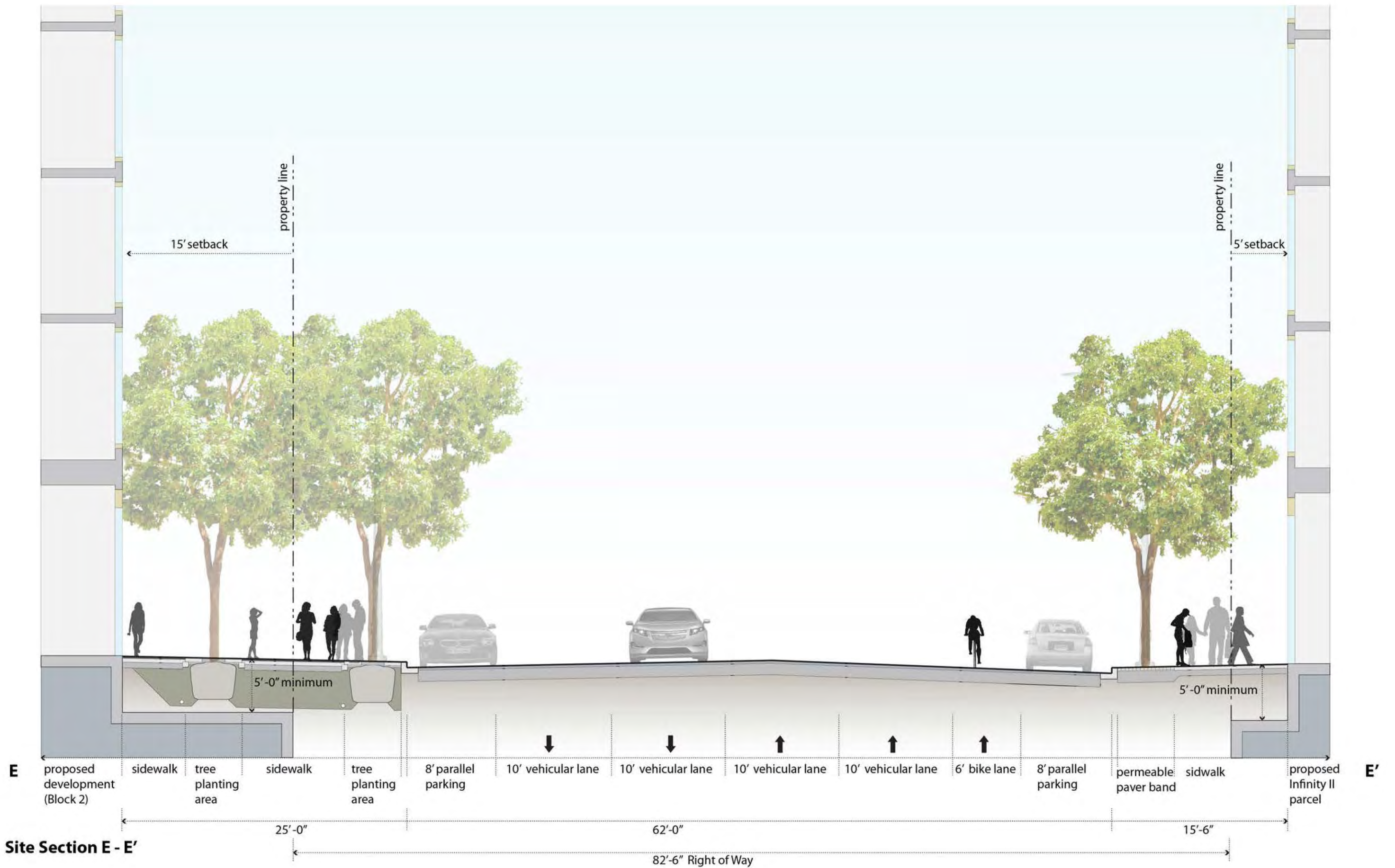


**CMG**  
ARUP SBCA

NORTH  
↑

L1.11







SCALE: 1/8" = 1'-0"



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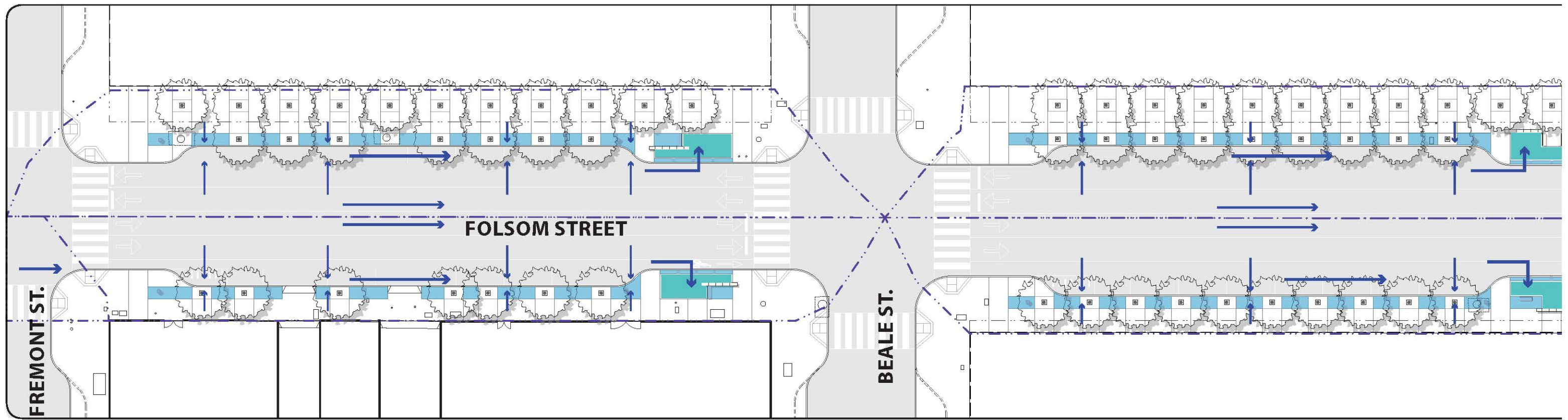
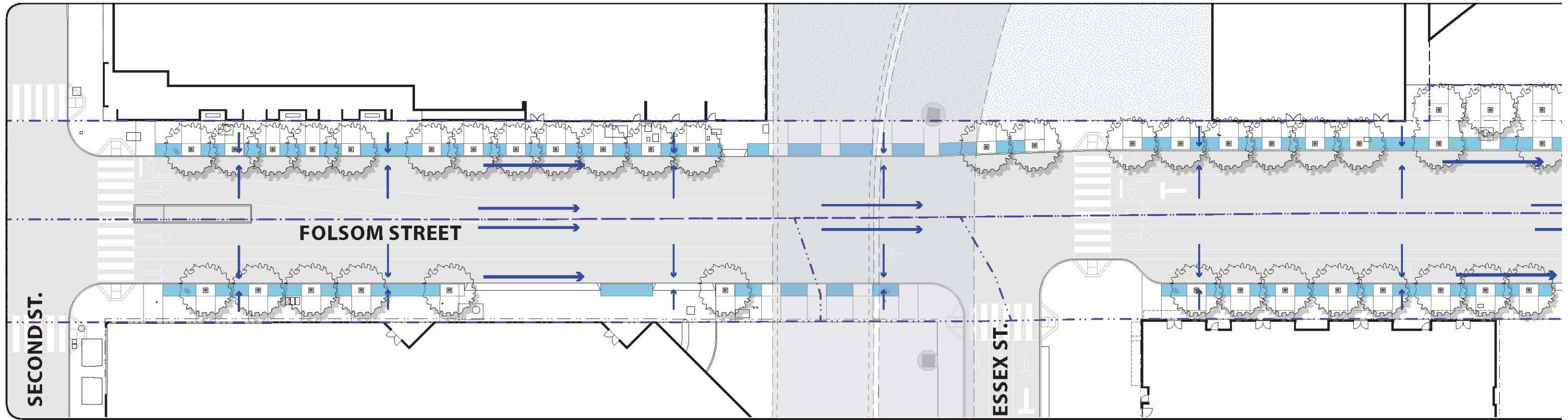


**CMG**  
ARUP SBCA

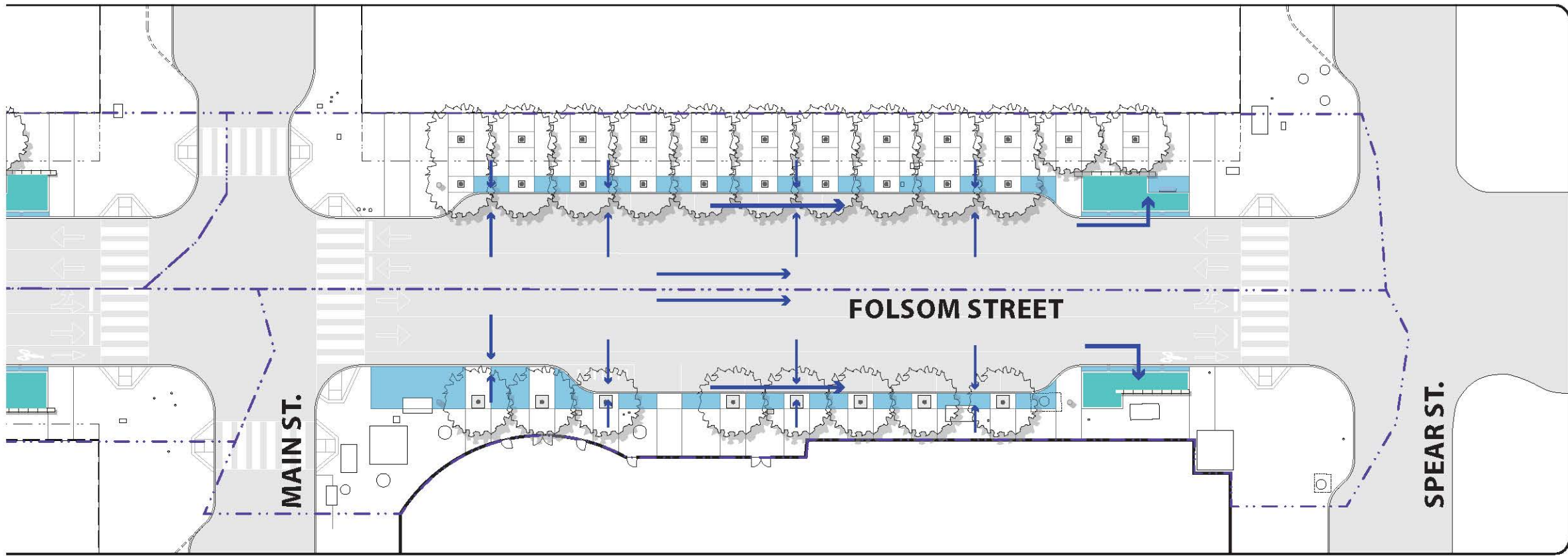
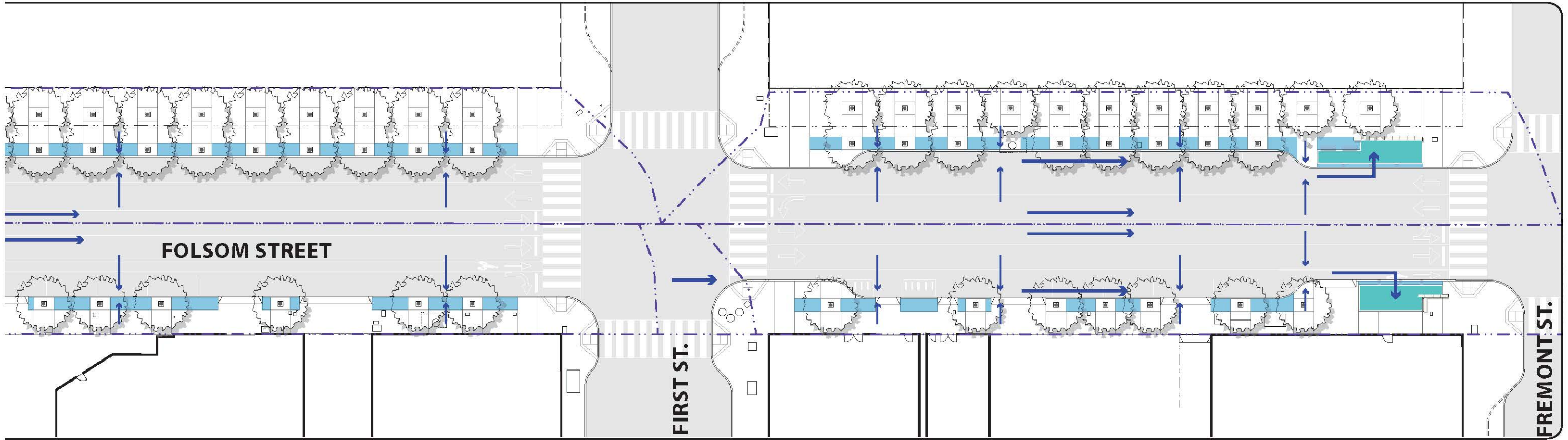


L1.12









**STORMWATER**

- Watershed delineation
- Direction of slope
- Rain garden detention area
- Permeable paving

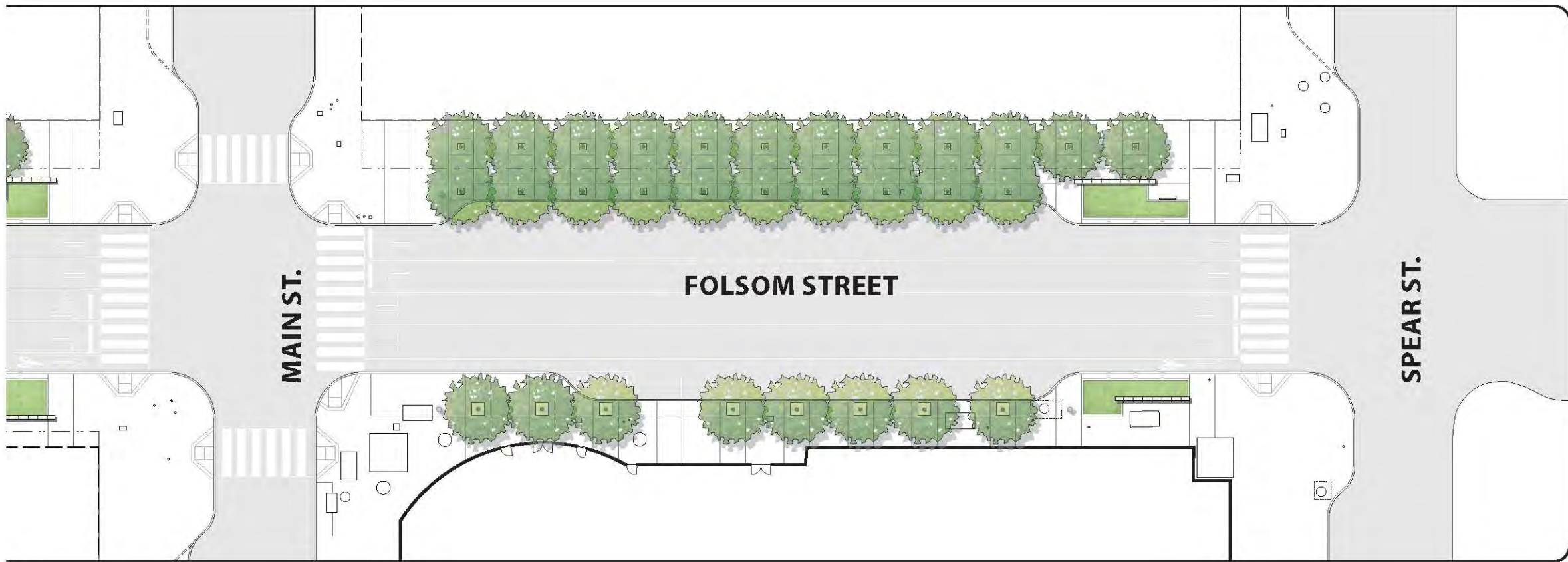
**NOTES**

Per the SFPUC and the CCSF Stormwater design guidelines, Folsom Streetscape will detain stormwater to reduce the volume of water entering the city's overly burdened combined sewer stormdrain system during large storm events. See Appendix B.









**PLANTING**

-  Street tree - Brisbane box
-  Rain garden planting mix

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**CMG**  
ARUP SBCA



L3.00



**RAIN GARDEN PLANTING - BASE PLANTING PALETTE**



New Zealand Flax (4'-5' tall)  
*Phormium tenax 'Golden Ray'*



New Zealand Flax (6' tall)  
*Phormium tenax 'Variegatum'*



Large Cape Rush (3'-5' tall)  
*Chondropetalum elephantinum*



Mat Rush (4'-5' tall)  
*Lomandra longifolia*



Golden Sword (1.5'-3' tall)  
*Baumea rubiginosa*

**ACCENT PLANTING PALETTE**



Bog Sage (4'-6' tall)  
*Salvia uliginosa*



Red Hot Poker (3'-4' tall)  
*Kniphofia 'Shining Scepter'*



Panic Grass (4'-5' tall)  
*Panicum virgatum 'Heavy Metal' or 'Blue Tower'*



Redtwig Dogwood (5' tall)  
*Cornus stolonifera 'Isanti'*



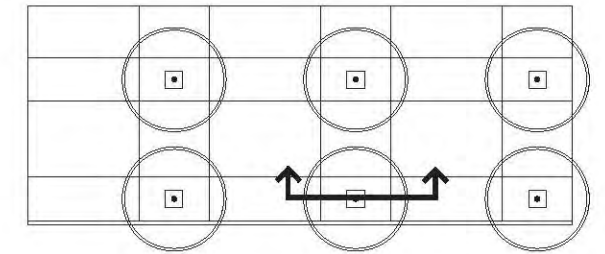
Fortnight Lily (2'-4' tall)  
*Diets iridioides*



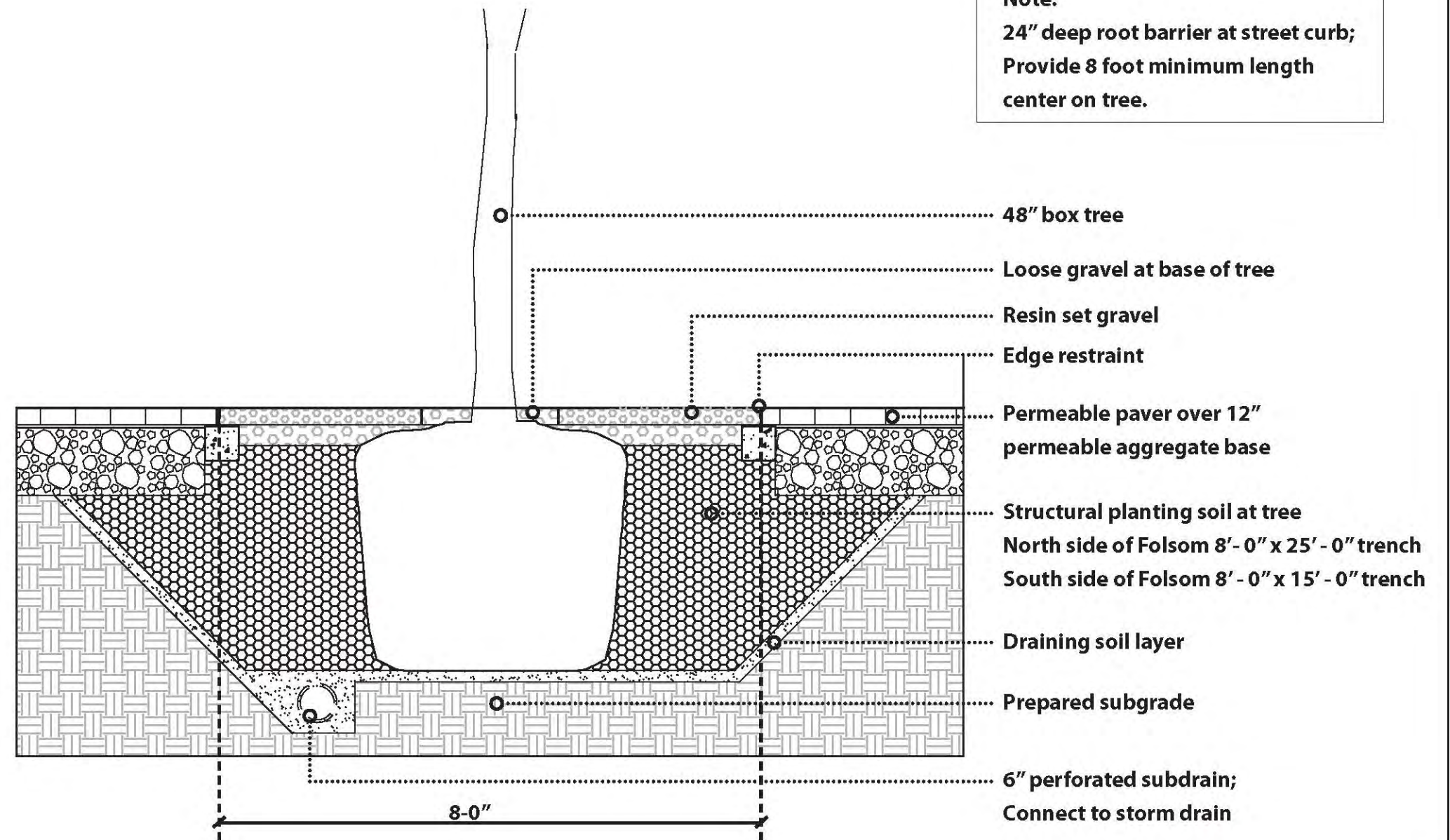
**STREET TREE**



Brisbane Box  
*Lophostemon confertus*

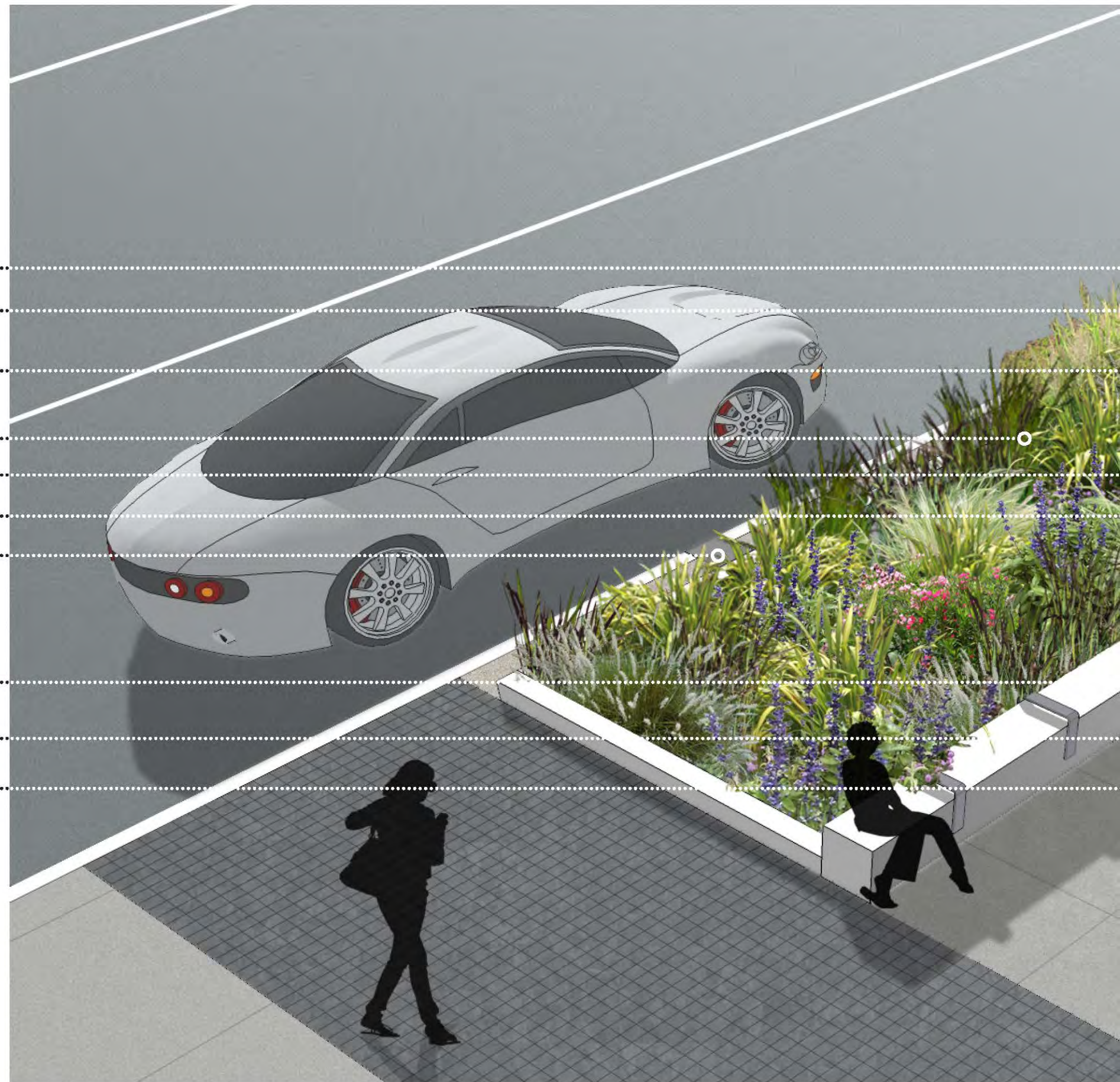


**Note:**  
24" deep root barrier at street curb;  
Provide 8 foot minimum length  
center on tree.





- Custom Bench ..... (SF2)
- Trash and Recycling Receptacle ..... (SF4)
- 5'-0" wide permeable paver band ..... (P2)
- Rain garden ..... (SF1)
- CIP Concrete seat wall and curb ..... (SF1A)
- Skate deterrent/arm rests at CIP seat wall ..... (SF1B)
- Drain inlet with bronze grate ..... (SF1C)
  
- 8'-0" wide granite bands ..... (P1)
- Permeable gravel at tree pit ..... (P3)
- Concrete paving with integral color ..... (P4)







13 AUGUST 2012



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L4.00



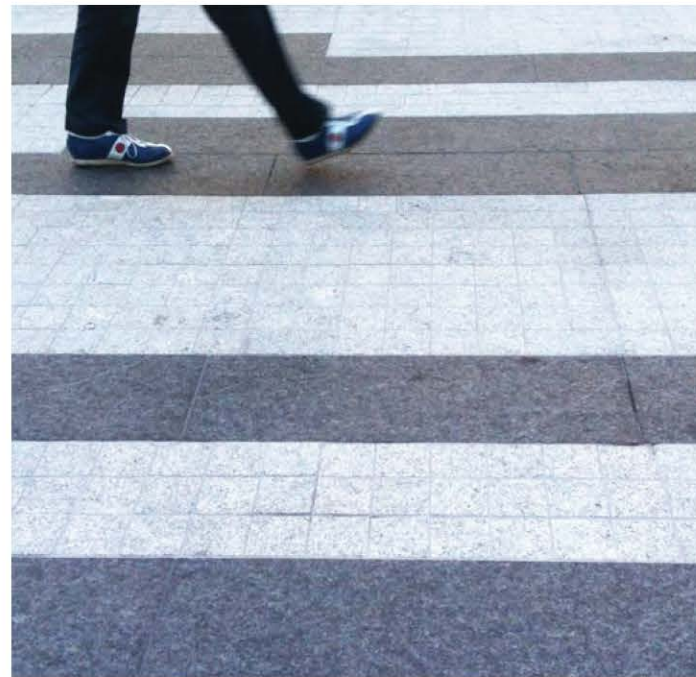
**P1 - 8'-0" WIDE GRANITE COBBLE BAND**



**Granite Cobble**  
3.5"x3.5"x1.5" Coldspring granite  
Academy Black  
Thermal Finish on top surface  
Sawn sides and bottom  
Mortar set on concrete subslab



**Cobble Alternate**  
3.5" x 3.5" x 1.5" Quarry House basalt  
Britannia Black  
Flamed Finish on top surface  
Sawn sides and bottom  
Mortar set on concrete subslab



**P2 - 5'-0" WIDE PERMEABLE PAVER BAND**



**Permeable Paver**  
Ekopaver  
Natural Sand color  
8" x 8" x 3" sand set paver



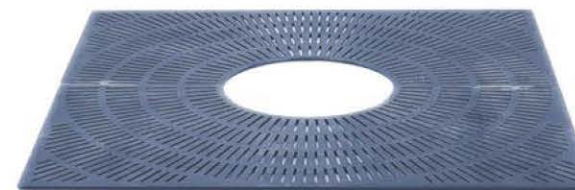
**P3 - PERMEABLE GRAVEL AT TREE PIT**



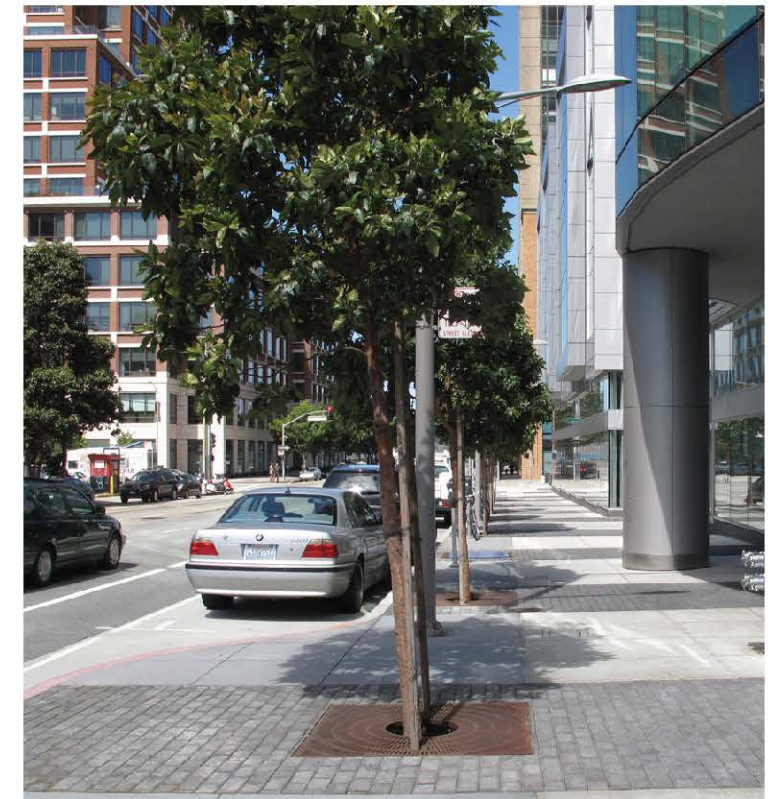
**Resinset Gravel**  
Chameleon Ways  
5' x 8' area at street trees  
Addapave TP  
Dove Grey Pebbles



**P3 ALTERNATE - TREE GRATE AT TREE PIT**



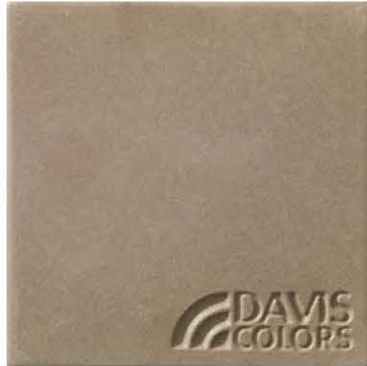
**Urban Accessories Tree Grate**  
5'deep x 8'wide Kiva grate  
Bronze



*Installed on south side of Folsom Street between Main and Spear Streets*



**P4 - CONCRETE WITH INTEGRAL COLOR**



**Concrete sidewalk infill**

Davis Colors - Sierra 61078  
Sawcut control joints  
Medium sandblast finish



**SF1 - RAIN GARDEN**



**SF 1A - Cast in place Concrete  
Seatwall and curb**

Granada White  
Light Sandblast Finish



**P5 - ACCESSIBLE CURB RAMP**



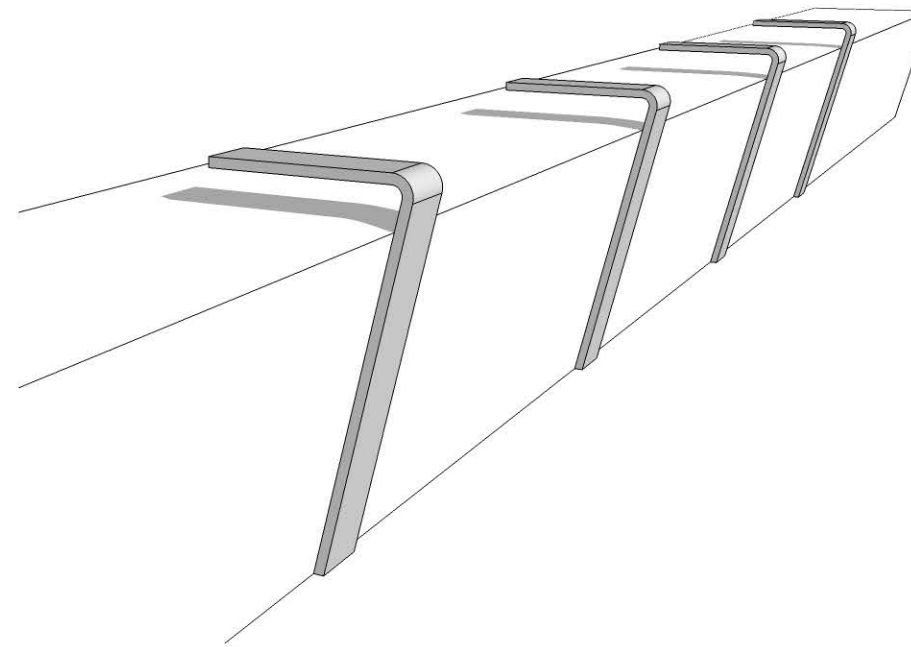
**Truncated Domes**

Truncated domes 4' wide x 3' deep  
Domes are 1.67" OC and 2.25" OC spacing



**Standard Concrete Ramp**

4' wide, 8.33% max slope at ramp with 5% max side slope  
70% contrast from surrounding paving required



**SF 1B - Custom skate deterrent/ arm rest**

Cast aluminum with powdercoat finish



**SF 1C - Trench grate at drain inlet**

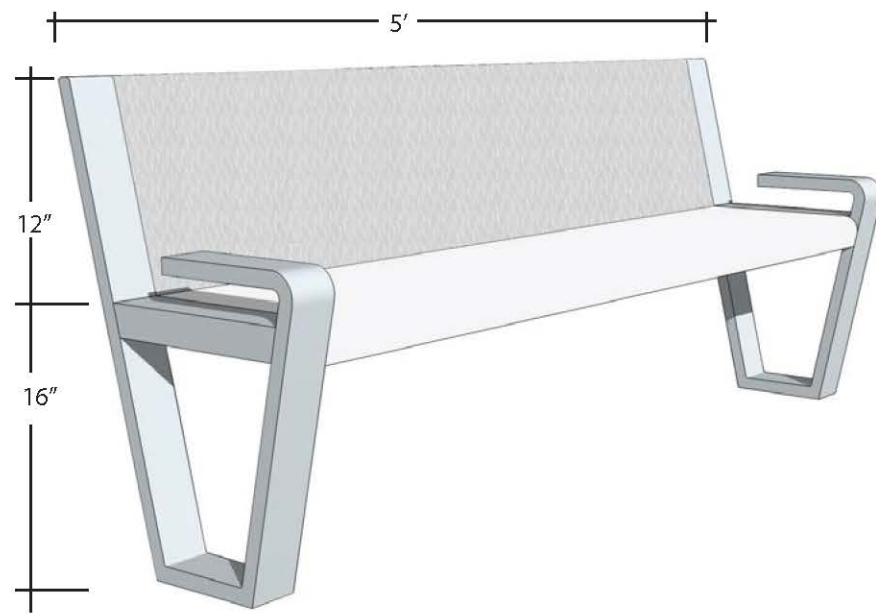
Iron Age Designs 'Que Trench'  
bronze



### SF2 - CUSTOM BENCH

#### Custom Bench with Back

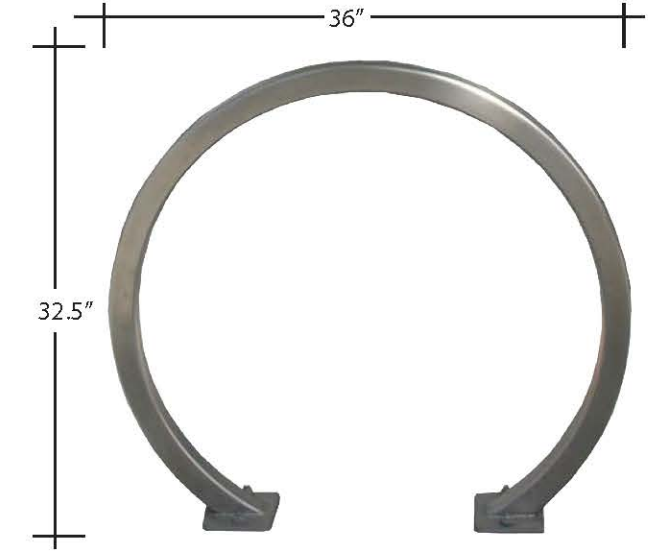
Cast aluminum with powdercoat finish  
frame  
TAKTL Ultra High Performance Concrete  
seat  
Perforated aluminum back with powder-  
coat finish



### SF3 - BIKE RACK

#### Welle

'Circular Bike Rack with Square Tube'



*Per 2006 Transbay Redevelopment Project Area Streetscape & Open Space Concept Plan*

### SF4 - TRASH AND RECYCLING RECEPTACLE

#### Forms and Surfaces

Custom trash receptacle

Accessible reach to opening - 40" maximum

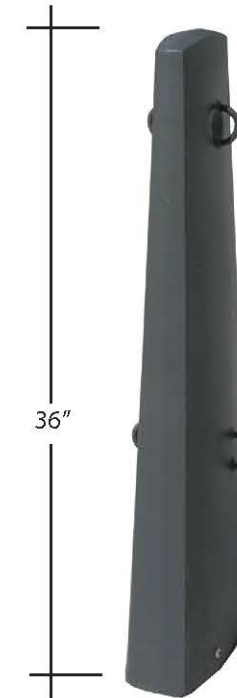


*Per 2006 Transbay Redevelopment Project Area Streetscape & Open Space Concept Plan*

### SF5 - BOLLARD

#### Urban Accessories

'DG5 Bollard' with custom loops



*Per 2006 Transbay Redevelopment Project Area Streetscape & Open Space Concept Plan*



## SF6 - SFMTA BUS SHELTER



### Site Furnishing Notes

Site furnishings are per the Transbay Redevelopment Project Area Streetscape & Open Space Concept Plan (Concept Plan) approved in 2006. In the interim, some furnishings have been discontinued by the manufacturer or are not compliant with 2010 accessibility codes. The following is a list of site furniture substitutions:

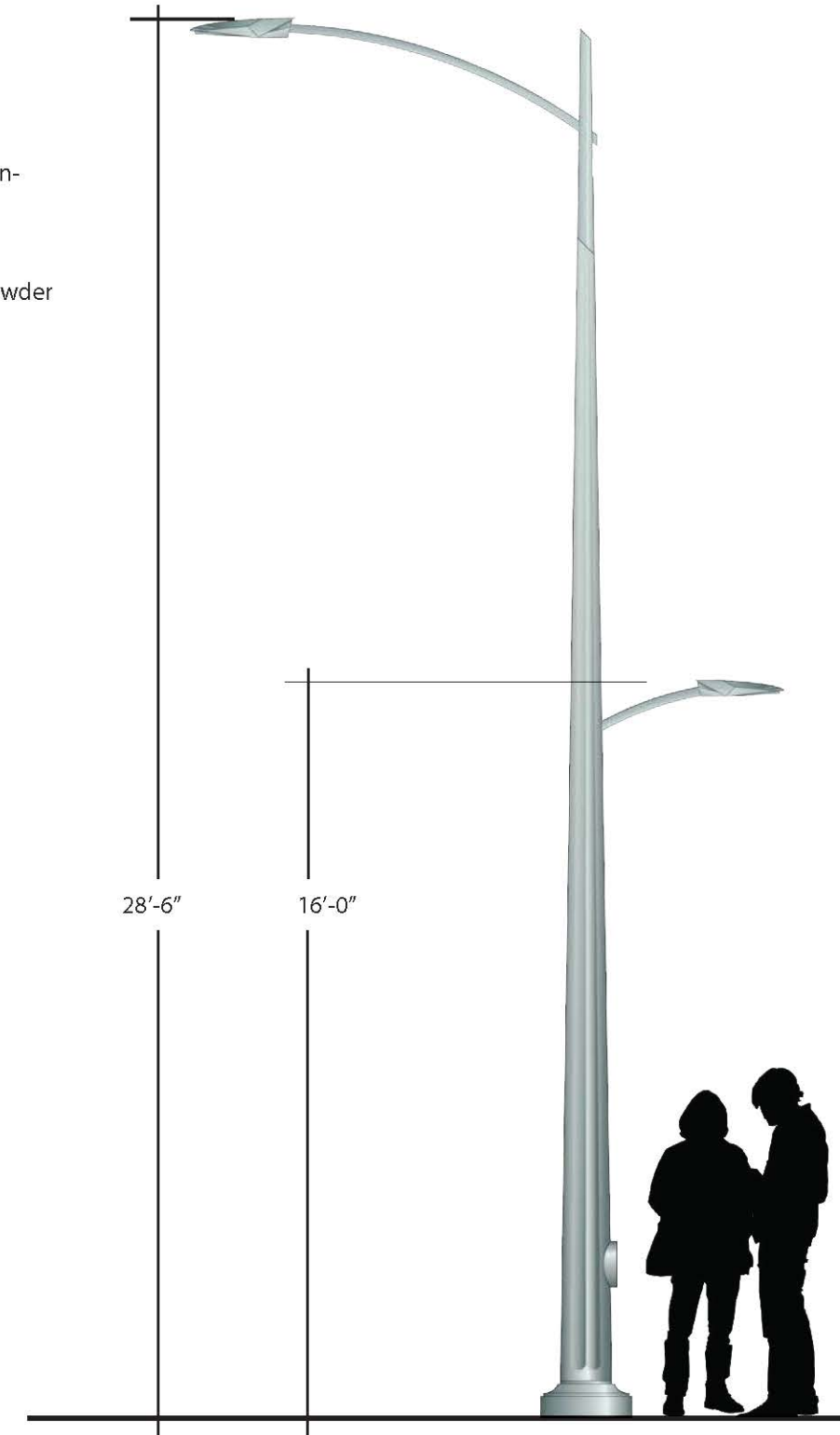
1. **Bench** - A custom Folsom Street bench is proposed because the bench specified in the Concept Plan is a transit perch-type bench. The bench is no longer manufactured and one bus stop is planned for Folsom Street. The one stop will have the Muni specified bus shelter which contains perch type benches. The custom Folsom Street bench will be located near the rain gardens and is compliant with current accessibility codes.
2. **Trash and recycling receptacle** - The recycling opening on the top of the specified receptacle exceeds the maximum reach distance for a person in a wheelchair. The receptacle will be modified to have a trash opening on one side and a recycling opening on the other side. Two liners to separate trash and recycling will be provided on the interior of the receptacle.
3. **Tree pit** - The Concept Plan indicates open gravel areas at tree pits within the 8'-0" wide granite cobble bands. As a refinement to the concept, schematic design proposes a permeable resin-set gravel. The Better Streets Plan discourages tree grates at street trees.
4. **Street light with vehicular and pedestrian fixtures** - The Rincon Hill Master plan and the SFPUC city wide light fixture catalogue revised the Folsom Street fixture.

## SL1 - STREETLIGHT WITH VEHICULAR AND PEDESTRIAN FIXTURES

### Lumec Roadstar fixture with Valmont pole

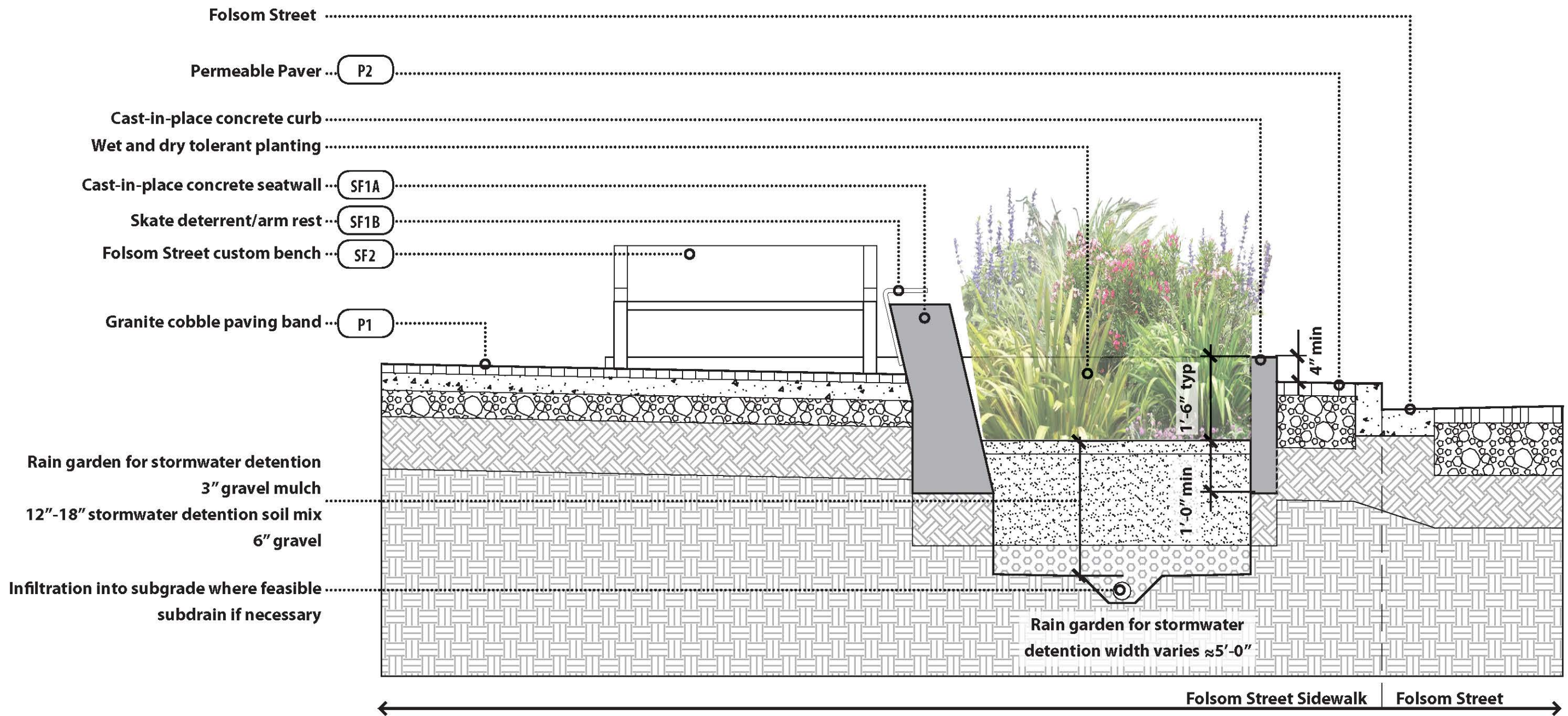
Lumec Roadstar LED fixture  
GPLS - 90W49LED4K - distribution-  
120-Natural Aluminum NP

Valmont pole  
FL30-4W-700A220-2S-GV- FP - Powder  
coated to match head

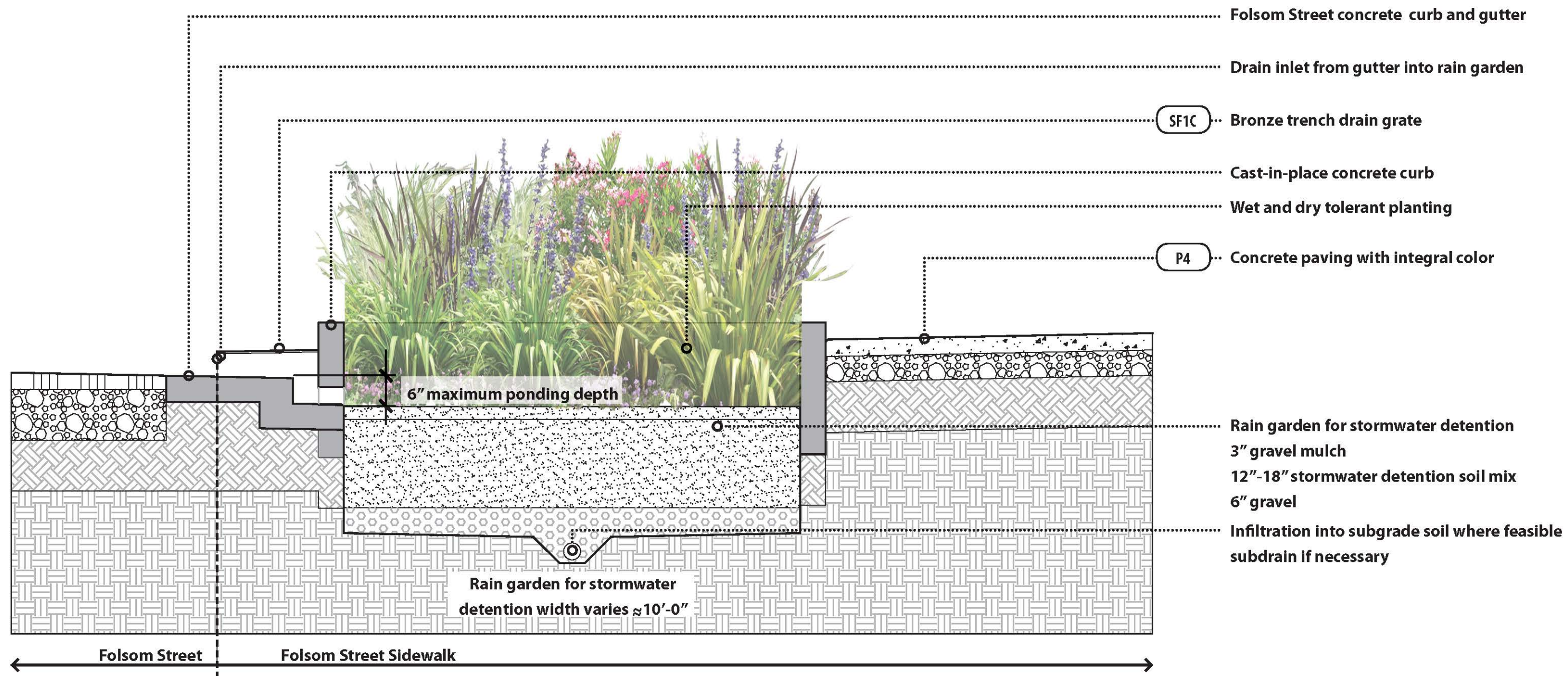
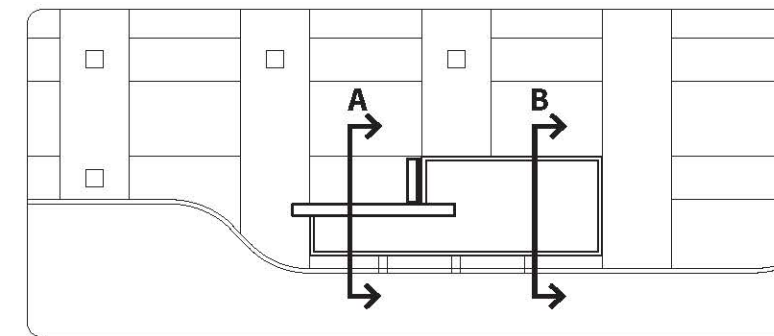


Per 2011 Rincon Hill Streetscape Master Plan











## REFERENCES

Documents referenced for development of the Folsom Street Schematic Design:

2005 Development Controls and Design Guidelines for the Transbay Redevelopment Project, SFRA, SF Planning Department, 2005.

2006 Transbay Redevelopment Project Area Streetscape & Open Space Concept Plan - SFRA

2009 Stormwater Design Guidelines - SFPUC

2010 ADA Standards for Accessible Design - SF DPW ADA

2010 Proposed TCDP Street Configuration plan - SF Planning Department

2010 SF Better Streets Plan

2011 Rincon Hill Streetscape Master Plan - SF Planning Department



## ACKNOWLEDGEMENTS

### **San Francisco Redvelopment Agency**

1 South Van Ness Avenue, 5th Floor  
San Francisco, CA 94103  
Mike Grisso  
Courtney Pash  
Matthew Priest

### **Transbay Citizens Advisory Committee**

### **San Francisco Redevelopment Agency Commission**

### **San Francisco Planning Department**

Joshua Switzky

### **Transbay Joint Powers Authority**

Phil Sandri

### **San Francisco Department of Public Works**

Jon Kwong

### **San Francisco Arts Commission**

Susan Pontious  
Vicky Knoop

### **San Francisco County Transportation Authority**

### **Metropolitan Transportation Authority (MTA)**

### **CMG Landscape Architecture**

500 Third Street, Suite 215  
San Francisco, CA 94107  
Scott Cataffa  
Jamie Phillips  
Calder Gillin  
Jennifer Ng

### **Arup North America, Ltd.**

Civil and Lighting Engineers  
560 Mission Street  
San Francisco, CA 94105  
Richard Coffin  
Kevin Clinch  
Jeffries Wallis  
Bryce Wilson  
Chris Esparza

### **SBCA Tree Consulting**

1534 Rose Street  
Crockett, CA 94525  
Steve Batchelder

### **Martin M. Ron Associates, Inc.**

Land Surveyors  
859 Harrison Street, Suite 200  
San Francisco, CA 94107

### **Dino Viale Irrigation Design, Inc.**

2206 Foxhill Drive  
Martinez, CA 94553



SUCCESSOR AGENCY TO THE SAN FRANCISCO REDEVELOPMENT AGENCY

**FOLSOM STREET:  
SCHEMATIC DESIGN PRESENTED TO THE SAN FRANCISCO  
ARTS COMMISSION CIVIC DESIGN REVIEW**

AUGUST 13, 2012

REVIEW REQUESTED: PHASE 1



**CMG** | ARUP