




parkmerced

vision plan

10.14.10

DRAFT

The background of the entire page is an aerial photograph of a city, likely San Francisco, showing a dense grid of buildings and streets. A semi-transparent blue filter is applied over the entire image. In the lower-left quadrant, there is a dark grey rectangular box containing white text. The text describes the Parkmerced Vision Plan and lists four key components: Design Standards and Guidelines, Sustainability Plan, Transportation Plan, and Infrastructure Report. At the bottom left of the page, the word 'DRAFT' is written in red capital letters.

The Parkmerced Vision Plan lays out a conceptual framework for transforming the existing Parkmerced housing development into a 21st century model of a healthy neighborhood. Based on the vision set forth, the accompanying Design Standards and Guidelines, Sustainability Plan, Transportation Plan, and Infrastructure Report combine to create a comprehensive blueprint for guiding all future improvements to Parkmerced.

- The Design Standards and Guidelines prescribe urban design controls for land use, open spaces, streets, blocks and individual buildings. It also outlines a process for project implementation.
- The Sustainability Plan contains specific strategies and metrics which together address the management and conservation of energy, water and other natural resources, as well as establish goals for green building standards.
- The Transportation Plan provides a framework and management plan for addressing transit and vehicular travel to and from the neighborhood.
- The Infrastructure Report establishes an outline for anticipated site-wide improvements to all streets and public rights-of-way, underground utilities, and grading.

The vision has been developed through a collaborative process with input from community members, local agencies and departments, public advocacy organizations and design and engineering experts.

An aerial photograph of a city, likely San Francisco, showing a mix of urban development and green spaces. The image is overlaid with a semi-transparent blue filter. The city layout includes a grid of streets, various building footprints, and a prominent green area in the center. The overall tone is professional and modern.

parkmerced vision plan

01	Vision	4
	Principles	6
	Goals	8
	Strategies	10
02	Context	12
	Watershed Habitat	16
	Parkmerced - Then + Now	18
	Imperative for the City	20
03	Frameworks	22
	Land Use	24
	Open Space	26
	Street Pattern	28
	Site Hydrology	30
	Urban Forest	34
	Recreation	36
	Light Rail	38
	Buses + Shuttle	40
	Bicycle	42
	Pedestrian	44
	Vehicle	46
	Parking + Car Storage	48
	Green Infrastructure	50
	Urban Form	52

vision

Principles	6
Goals	8
Strategies	10

01

re-invent the urban environment

The Parkmerced Vision Plan will transform the existing 60- to 70-year old 3,221 dwelling units from a development of resource consumptive buildings and landscapes into a vital neighborhood rooted in forward-thinking urban ecology. The re-imagined Parkmerced will offer its residents and neighbors a diversity of housing opportunities, a range of new open spaces, and convenient neighborhood services and amenities. The main goal in re-inventing Parkmerced will be to craft a vibrant, pedestrian focused neighborhood where public spaces and buildings frame a comfortable public realm and make a positive contribution to the ecological and social health of the region and the city.

As a part of this effort, a variety of new alternative transit opportunities are proposed to help reduce this portion of the city's over-reliance on cars. The M-Ocean View light rail Muni line is intended to travel through the heart of Parkmerced, car and bike share pods are meant to dot the neighborhood, and a low-emissions shuttle is proposed to provide reliable service between Parkmerced and the nearby Daly City BART Station.

In the process, the neighborhood hydrology will be repaired by day-lighting the flow of rainwater runoff as it passes through Parkmerced, allowing it to follow a more natural process. This will in turn help increase habitat and enhance the biodiversity of the neighborhood that was built over when Parkmerced was first constructed.

The Parkmerced Vision Plan is intended to provide a conceptual framework that inspires innovation and high quality in each specific project within the neighborhood. The Parkmerced design and planning team, in close collaboration with the San Francisco Planning Department, has crafted the Parkmerced Vision Plan to include the following:

- Urban design principles and goals that set out an insightful vision for the future of Parkmerced;
- The ecological and social imperative for why Parkmerced should be re-invented; and
- Strategies that support the stated ecological, social and urban design principles and goals.

"First life, then spaces, then buildings — the other way around never works."

Jan Gehl



DRAFT

principles

With input from residents, interested community members, relevant City and State agencies and departments, planning experts and public advocacy groups, the following planning principles have been established in order to guide Parkmerced into the future.

Convenient, local-serving amenities, a diverse mix of housing and a variety of outdoor activities will enliven the public realm and promote a **socially vibrant neighborhood** where people are the most important ingredient.

The presence of a regenerative network comprised of deeply **interconnected urban and natural systems** will establish an ecologically healthy neighborhood.

Focused growth integrated with access to viable alternative transit options will encourage walking, biking and other forms of **green mobility**.

Open spaces, streets and buildings that are designed to be **pedestrian focused** will provide a comfortable and aesthetically rich environment.



DRAFT

goals

The goals below provide a description of the specific objectives that are intended to be achieved at Parkmerced and represent best practices in sustainable urban design.



establish a common attitude towards healthy neighborhoods and ecologically sustainable design as a starting point to create a cohesive, yet aesthetically rich environment, where urban and ecological systems are deeply interconnected and mutually supportive.

provide a wide variety of housing types, including rental and for-sale housing, located within a convenient distance from transit and neighborhood services.

reinvent Parkmerced as a neighborhood with diverse and engaging public spaces woven together to encourage walking and outdoor activity and to promote a socially vibrant neighborhood.



cultivate a visually appealing landscape that celebrates the neighborhood's hydrology, creates natural habitat, and promotes the efficient use of resources, while meeting the community's needs for recreation, open space, and local food production.



foster a neighborhood character and scale that will create a pedestrian focused environment, while encouraging a diverse and unique identity for each block and building.



design buildings that reinforce an understanding and respond to specific urban conditions that exist within Parkmerced, such as the park edges, Neighborhood Commons, the 'social heart' and a variety of street types.

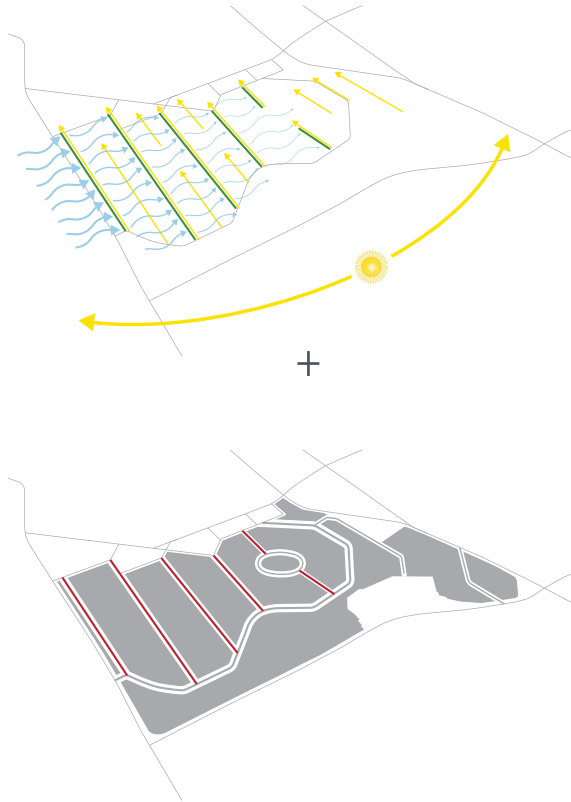
strategies

Together the following 12 interconnected urban and ecological design strategies illustrate how specific ecological strategies enhance urban strategies and form the framework for the neighborhood.



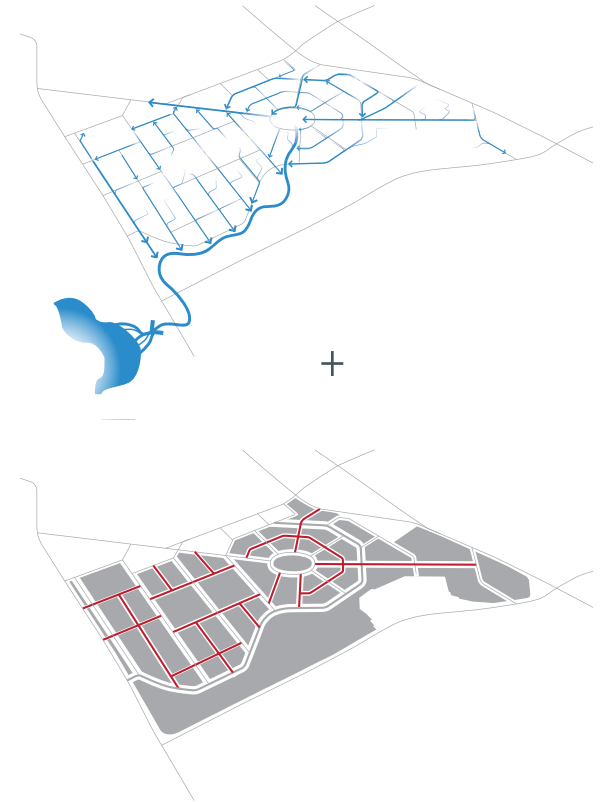
bio-corridor + neighborhood access

Transform Gonzalez Drive into an easily navigable boulevard connecting the neighborhood to the surrounding community, as well as the Lake Merced ecosystem.



hedgerows + primary linkages

Buffer against prevailing westerly winds and maximize daylight penetration with a primary north-south orientation, while focusing neighborhood access onto these streets via their connection to Gonzalez Drive.



rainwater + neighborhood streets

Create a fine grained street pattern and drainage network that maximizes bio-filtration and offers a variety of engaging pedestrian routes through the neighborhood.



stream corridor + social heart

Focus neighborhood services and social amenities at the center of Parkmerced along a stream corridor that cleans rainwater runoff and provides new habitat for native plants and animals.



open space + building form

Encourage community interaction with gardens, parks and recreation spaces set in public open spaces, Neighborhood Commons and semi-private courtyards, defined by the adjacent building edges.



ecological network + pedestrian walkways

Link all open spaces into an ecologically interconnected and interdependent network with a system of pedestrian connections that lead to the neighborhood's social heart.

context

Watershed Habitat	16
Parkmerced - Then + Now	18
Imperative for the City	20

02

create a healthy neighborhood

Located within Lake Merced's historic watershed, Parkmerced occupies the transition zone between the city and the natural realm. At the time of Parkmerced's original construction, planning strategies neither understood nor attended to the natural function of existing ecological systems that passed through the site. While the street pattern layout and land use organization represented a new vision of how neighborhoods should be planned at that time, the original Parkmerced was a suburban vision for a single-use neighborhood where cars dominated as the primary mode of transportation for residents to meet their daily needs. Over time this original strategy led to Parkmerced's isolation from the surrounding Westside community and the rest of San Francisco both physically and in terms of its neighborhood character.

Parkmerced is symptomatic of settlement patterns which have resulted in suburban sprawl across the region. This trend towards sprawl has: led to a loss of natural and agricultural lands, impairing the region's ecological function; created longer commutes, resulting in lost work productivity and a lower quality of life; and required greater resource consumption, increasing each person's carbon footprint. Additionally, this has resulted in an increased burden to regional roadways and city streets, which must manage the increase of pass-through traffic due to the daily influx of commuters and their cars.

"The most important issue of the 21st century will be the condition of the global environment."

Ian McHarg



DRAFT



DRAFT

PARKMERCED OCCUPIES THE TRANSITION ZONE



BETWEEN THE CITY AND THE NATURAL REALM.

DRAFT

watershed habitat

“Once a remote and rural corner of the City, the lake environs have become increasingly urbanized over the decades, and the lake has had to endure the consequences, including a shrinking watershed, increased stormwater runoff, decreased groundwater recharge, increased demand for recreation, and increased wear and tear on facilities and the natural environment.”

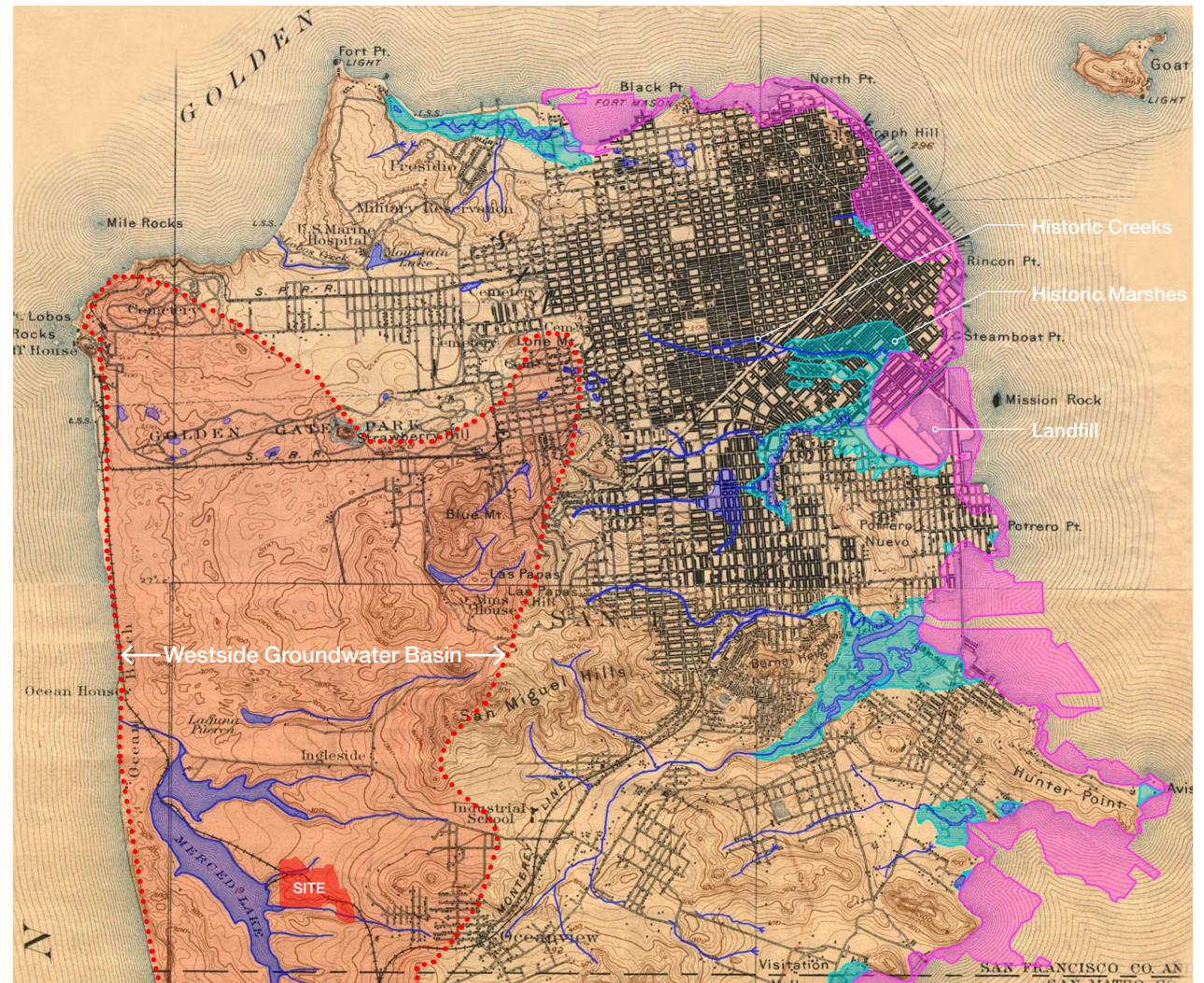
SFPUC, Draft Lake Merced Watershed Report, 2010

Characterized as a Franciscan biological region, Lake Merced is one of the last remnants of this native habitat. Protecting the ecology of Lake Merced is critical to ensure the natural watershed habitat is capable of sustaining native wildlife and preserving Lake Merced as a crucial nesting site for waterfowl and shorebirds along the Pacific Coast flyway (San Francisco Recreation & Parks).

Parkmerced is located within the watershed that feeds and nourishes Lake Merced. Historically, rainwater in this natural drainage basin flowed towards Lake Merced to the west, with surface water runoff cleansed and absorbed by a healthy riparian habitat which was characterized by a vegetative cover of coastal shrubs and plant life. The rainwater also infiltrated the highly permeable sand and gravel soils, recharging the Westside Basin Aquifer which stretches from Golden Gate Park to the City of South San Francisco.

In 1905, renowned American architect and planner Daniel Burnham presented his master plan for San Francisco. At that time, Lake Merced, owned by Spring Valley Water Company, was still the City's potable water source. In response to this condition, Burnham proposed a great open space preserve (larger than Golden Gate Park) to protect the Lake Merced watershed, including the lands currently occupied by Parkmerced.

However, after the 1906 earthquake, San Francisco built the Hetch Hetchy water system, originating high in the Sierra Mountains, in order to develop an independent and secure potable water source.



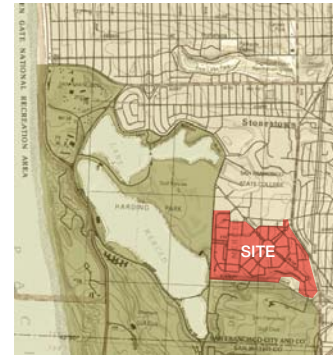
Historic San Francisco creeks and wetlands, circa 1890



Lake Merced, 1929



Lake Merced, 1953



Lake Merced, present



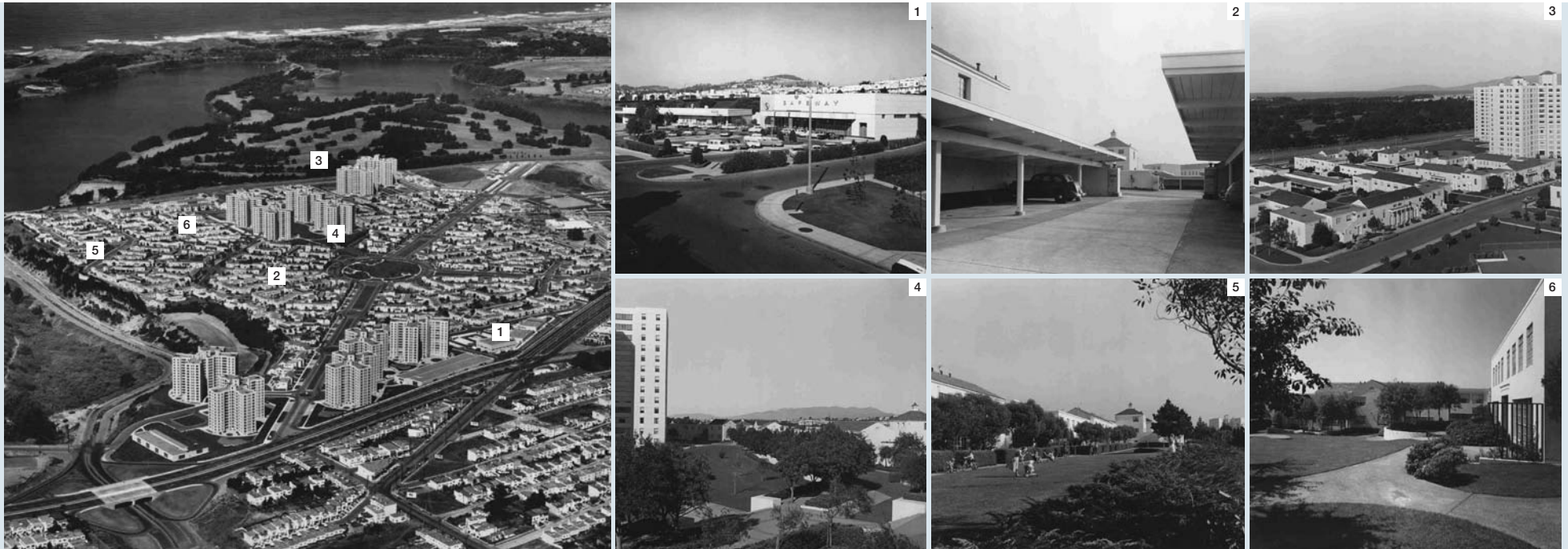
Burnham master plan, 1905

Once this happened, the City quickly began to develop over Lake Merced's watershed. The natural water conveyance system was severely altered, and replaced by the establishment of a completely separate, underground sewer and rainwater conveyance system, leading out to the City's Oceanside Wastewater Treatment Facility. Large swaths of impermeable surfaces, consisting of city streets, surface parking lots and building roofs, have further impaired the natural watershed function by severely limiting the amount of rainwater infiltration and recharge to the underground aquifer. Diverted surface runoff increases the burden on San Francisco's combined sewer-stormwater system and the potential for overflows into the ocean at the nearby treatment facility (Pezzetti et al. 1998, CDM 1999).

When the site was initially developed in the 1940's, wide-scale grading radically transformed the site's natural topography into a generally flat table top, tilted slightly toward the west. Soils filled the original drainage ways, and an underground system replaced the natural watershed, so that rainwater was quickly put into pipes and moved off-site to the City's treatment facility. This deprived the site, the lake and the underground aquifer of much of its annual rainfall.

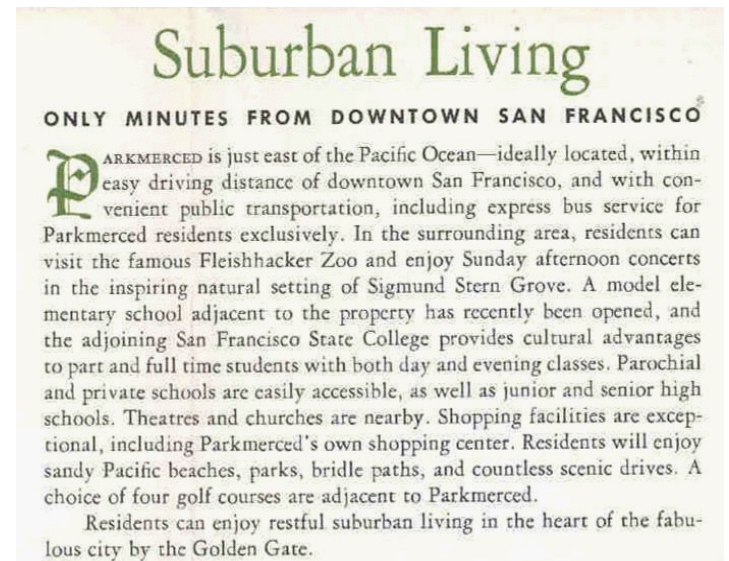
The vast areas of planted lawn, which was typical of the landscape fashion of that time, require approximately 55 million gallons of potable city water for irrigation. Large quantities of chemical fertilizers are also necessary to maintain the expansive lawn areas and non-indigenous plant species. Each year some of this fertilizer runs off into surrounding streams and Lake Merced and has been identified as a potential cause of algae blooms in the Lake due to nutrient overload (Friends of Lake Merced, 2000). These practices can no longer be sustained.

parkmerced then...



Constructed between 1941 and 1951, Metropolitan Life Insurance Company (MetLife) built the original Parkmerced residential complex as a response to the surging population and the associated demand for housing in the Bay Area, resulting from war preparedness efforts and continuing through the end of World War II. MetLife hired Leonard Schultze & Associates of New York to design the street grid, open spaces, and buildings at Parkmerced as one in a series of planned residential communities located throughout the country, including Park La Brea in Los Angeles, Parkfairfax in Virginia, Parkchester in New York and Peter Cooper Village / Stuyvesant Town in New York City. Thomas Church and Robert Royston developed the landscape design for Parkmerced. The original property contained 47 residential blocks, totaling 192 acres, including associated service buildings and open spaces.

Based on urban planning principles of the time and a growing reliance on the automobile as a major transportation mode, Parkmerced was conceived of and marketed as 'suburban living in the city'. This desire for suburban-style living led to the creation of an auto-oriented neighborhood with: large-scale blocks; roundabouts; and long distances to services and amenities. This plan locked future generations of residents into daily life patterns that are almost wholly dependent upon the car, isolating Parkmerced residents from the mixed-use, transit-based lifestyle that is enjoyed by most San Franciscans.



1950's Marketing Materials



Supporting land uses, such as a small retail center, playing fields, a school and undeveloped open space were in distant and disparate locations along the edges of the site. Their viability became untenable over the years as residents drove their cars to more easily accessible and convenient services and amenities. After MetLife sold the property, a subsequent owner sold off these parcels to others as a means to reduce overhead and maximize profitability. The current ownership group took over the property in October 2005. The neighborhood currently encompasses 152 acres, approximately 80 percent of the original Parkmerced property and contains 3,221 existing rental apartments in 170 two-story residential buildings (referred to as “garden apartments”) and 11 13-story residential mid-rise buildings. The property also contains associated parking, building services, a leasing/operations office, and a recently constructed private pre-school/day care facility.

Parkmerced remains an example of a highly resource consumptive planning model. Residential trip surveys performed in 2006 indicate an average of over 6 non-work related vehicle trips per unit per day to other neighborhoods for basic services, shopping and amenities. Parkmerced’s landscapes consume over 55 million gallons of potable water per year for maintenance and irrigation. By the completion of the Parkmerced plan the garden apartments will be approximately eighty years old; they are un-insulated and have poor ventilation due to the construction methodology employed during war-time material shortages. In addition, these buildings do not provide barrier-free access and socially turn their back on the street, greatly reducing the vibrancy and sense of security of the public realm.

imperative for the city

“We cannot afford another generation of sprawl. Businesses suffer from higher costs, loss in worker productivity and underutilized investments in older communities.”

Bank of America, et.al., Beyond Sprawl, Web 1996.

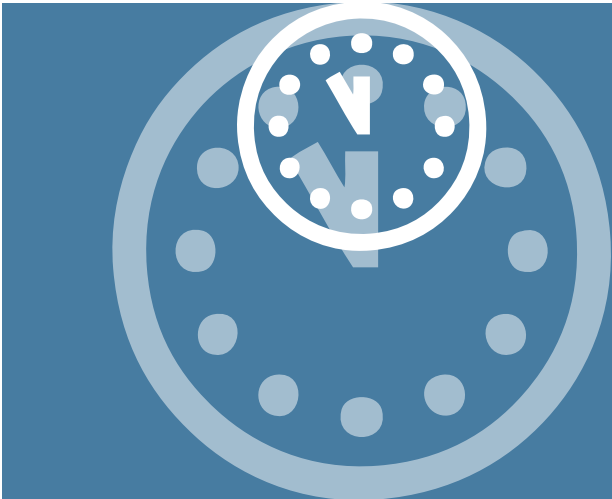
According to the Association of Bay Area Governments, the San Francisco Bay Area population is set to increase by 2 million residents over the next 25 years. Increasing housing opportunities within existing urban centers is imperative to help address the region’s current unsustainable settlement patterns. The human, economic and ecological health of the region is at stake.

With 41.2% of California’s total GHG emissions coming from transportation, auto-dependant land use patterns are one of the single largest contributors to the regions annual CO2 emissions of roughly 12 tons per person (Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2002 Update, California Energy Commission, 2005). Lack of affordable housing opportunities in close proximity to public transit and existing job centers is forcing more and more Bay Area residents to commute longer distances, stuck behind the steering wheel of a car rather than at work or at home with their families. Inundating our region’s highways with daily commuters, the economic impact of traffic congestion costs the region nearly \$3 billion a year in extra fuel costs and wasted time due to lost productivity (the U.S. Department of Transportation and Caltrans).

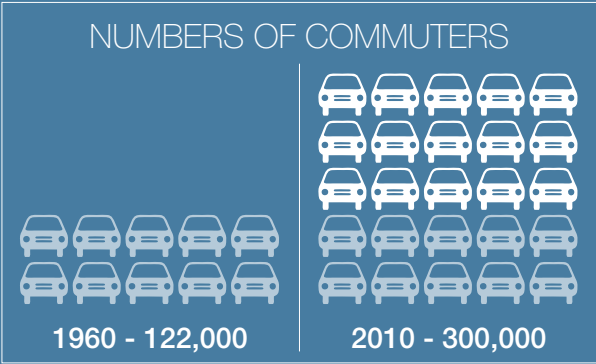
GHG emissions are also a major contributor to global and local ecological degradation, resulting in an increase in surface air temperature and “killer” heat waves, rising sea levels, increased flooding, decreased air quality, and a reduction of wildlife habitat¹.

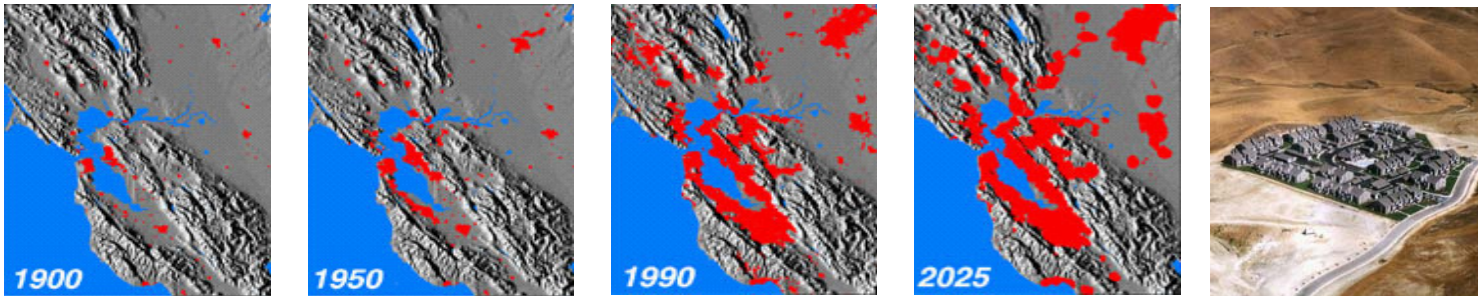
The design and scale of the future Parkmerced will substantially reduce miles traveled by car and contribute towards achieving regional economic and environmental goals for increasing resource efficiency. The Parkmerced vision is a once in a lifetime opportunity to transform a large, aging housing complex into a vibrant, model of an ecologically sustainable, walkable community. Transforming Parkmerced will directly result in a reduction in resource consumption and waste production while at the same time increasing the quality of life for its residents. Parkmerced is one of the most important, long-range redevelopment projects in the nation and will set the bar for this century’s sustainable communities.

¹ Kattenberg, A., F. Giorgi, H. Grassel, G.A. Meehl, J.F.B. Mitchell, R.J. Stouffer, T. Tokioka, A.J. Weaver, and T.M.L. Wigley, 1996. Climate models - projections of future climate. In Climate Change 1995: The Science of Climate Change, 285-357, (Eds J.T. Houghton, L.G.M. Filho, B.A. Callander, N. Harris, A. Kattenberg, and K. Maskell) Cambridge University Press, Cambridge, U.K.

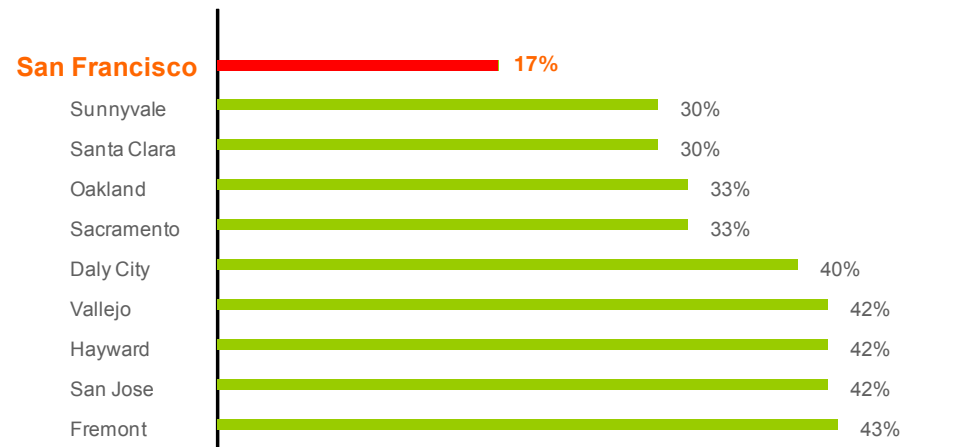
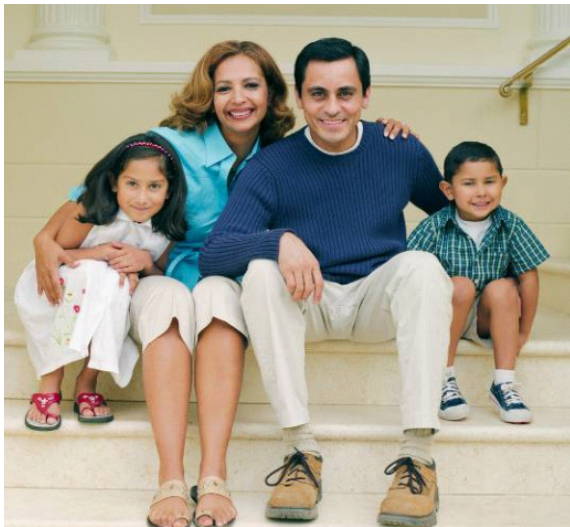


Bay area **average commute**
time has **doubled** since 1987





Tens of thousands of housing units are being built annually in the Bay Area's greenbelt, in new auto-dependent suburbs.



Percentage of
households
with children

frameworks

Land Use	24
Open Space	26
Street Pattern	28
Site Hydrology	30
Urban Forest	34
Recreation	36
Light Rail	38
Buses + Shuttle	40
Pedestrian	42
Bicycle	44
Vehicle	46
Parking + Car Storage	48
Green Infrastructure	50
Urban Form	52

03

ecological living

‘Ecological living’ is the conceptual heart of a healthy neighborhood. The following planning frameworks will function in unison to promote ecological living and reduce natural resource consumption while at the same time increasing social livability and encouraging an economically vibrant neighborhood. By doing so Parkmerced is set to shift towards a renewable energy-based, pedestrian-focused neighborhood, linked to the rest of the city through a diverse public realm network and a system of alternative transit, and therefore, bringing the community more in balance with the natural ecology of the site.

Parkmerced’s vision for a 21st century healthy neighborhood includes:

- Healing the community’s relationship to the land upon which it sits;
- Providing a range of housing opportunities for a diverse population;
- Creating a variety of recreational and passive open spaces;
- Offering a lifestyle not dependent upon automobiles;
- Establishing a more efficient use of resources; and
- Reducing residents’ contributions to carbon production.

*“The ballet of the good city...never repeats itself from place to place,
and in any one place is always replete with new improvisations.”*

Jane Jacobs



DRAFT

socially vibrant neighborhood land use

A mixed-use social heart located at the center of the plan transforms Parkmerced into a pedestrian-oriented neighborhood.

The re-imagined Parkmerced neighborhood will include a variety of neighborhood services and amenities, giving residents the choice of fulfilling their daily needs without getting in their cars. With these services and amenities located within comfortable walking distance, residents will be able to walk their children to school on their way to the train in the morning or stop at the market to pick up groceries on their way home in the evening.

The central neighborhood serving retail will be located along and near Crespi Drive. Similar to other San Francisco neighborhood retail streets, Crespi Drive will be Parkmerced's 'social heart', providing a place where residents can meet their everyday needs and socialize with their neighbors. To further increase Parkmerced's social livability and ecological sustainability, a network of smaller, social gathering places (known as "Neighborhood Commons") will fall within a two-minute walk of most residents and is intended to consist of small retail shops, business centers, neighborhood amenities and bicycle / carshare pods, all anchored by a major neighborhood park.

To encourage and promote the art of 'well-being', Parkmerced will seamlessly weave together fitness, food production and positive social interaction. Located along the project's southern edge, the Community Center will offer residents a variety of uses and programs relating to fitness, learning and wellness. Immediately to the east, outdoor flexible recreational spaces will provide opportunities for soccer, softball or other similar activities. As a critical component of any healthy neighborhood, the pre-school / K-5 location just south of the social heart will make Parkmerced a perfect place for families to call home.

Located immediately west of the Community Center, an organic farm of approximately 2- to 3- acres in area will act as a source for local food production, providing fruits and vegetables for sale at the neighborhood grocery store, local farmer's markets or in local restaurants.



Shop, Work and Support

Introducing a new variety of uses into Parkmerced increases the livability of the neighborhood, as well as reduces the impacts residents currently have on local and global ecological systems.

Social Heart

Retail on the ground floor with professional offices above, the Parkmerced social heart will include a neighborhood serving market and other retail, making it convenient for Parkmerced neighbors to walk or ride a bike for daily errands.

Neighborhood Commons

Evenly distributed throughout Parkmerced, neighborhood commons will be social gathering places anchored by small retail shops, business centers for work at home, outdoor activities, bike and car share pods, etc.

Education + Well-Being

To increase the social vibrancy and importance of the social heart, the school site is centrally located and accessible to all Parkmerced residents. Living well and being well are critical not only to sustain life, but for life to thrive. A Community and Fitness Center will provide opportunities for recreation and social interaction.

- MIXED USE SOCIAL HEART
- MIXED USE NEIGHBORHOOD COMMONS
- ORGANIC FARM / RESTAURANT
- SCHOOL / DAY CARE
- COMMUNITY / FITNESS CENTER

DRAFT

Land Use

urban + natural systems

open space

Parkmerced will embrace a new paradigm, where open spaces are meant to provide benefits for both people and the functioning of ecological systems.

Redefining the relationship between the built and natural environments, the neighborhood's open spaces and street network will be transformed into a biologically diverse and interconnected network of riparian zones, major new parks, an organic urban farm, recreational playing fields, intimately-scaled neighborhood courtyards, pedestrian trails and bike pathways. Parkmerced's landscapes will reinvigorate the site's hydrology, reestablish biodiversity and reconnect to Lake Merced, while offering a comfortable setting for the community's outdoor activities.

The Parkmerced landscape will create a varied series of neighborhood open spaces that support structured and unstructured recreation for groups as well as individuals. From the semi-private courtyards that encourage neighbors to interact with each other to the public parks and plazas that provide places for the neighborhood to gather, Parkmerced will provide a range of outdoor experiences that enrich the social life of the neighborhood.

The Vision Plan builds on ideas to regenerate the underlying watershed and site ecology while supporting a socially sustainable neighborhood. The stream corridor will be the backbone of the habitat restoration with its resource rich environment attracting an array of native wildlife. Only native, acclimated or wildlife friendly plant species will be used on site, both to minimize water consumption and to attract native wildlife. Finally, in order to protect biodiversity and public health, landscape maintenance will follow integrated pest management and organic farming methods. The landscape will create a variety of other ecological zones including wetlands, coastal woodlands, and meadows.

DRAFT



Hedgerows + Bio-Swales

North-South Streets act as small linear 'greenways' directing both water and people towards the large open spaces at the southern edge of the neighborhood.

Community Gardens

A place for residents to get their hands in the dirt, the Community Gardens offer a setting for those who enjoy the experience of cooking and eating food that they have grown themselves.

Green Connector

Connecting the eastern and western edges Parkmerced Gonzalez Drive weaves through the neighborhood creating a robust green link for people, water and habitat from SFSU to Lake Merced.

Recreation and Active Play

Sports fields offer residents of Parkmerced the opportunity to participate in active recreation

Neighborhood Gathering

Places for residents of Parkmerced to gather, the Neighborhood Commons are active open spaces dedicated to social engagement and recreation.

Organic Farm + Stream Corridor

At the seam between human and ecological systems rests organic farming and habitat restoration. Gently sloping away from the neighborhood social heart, towards Lake Merced, will be a site for a professional, local organic farm. Directly adjacent is the stream corridor with native and acclimated plants and wildlife.

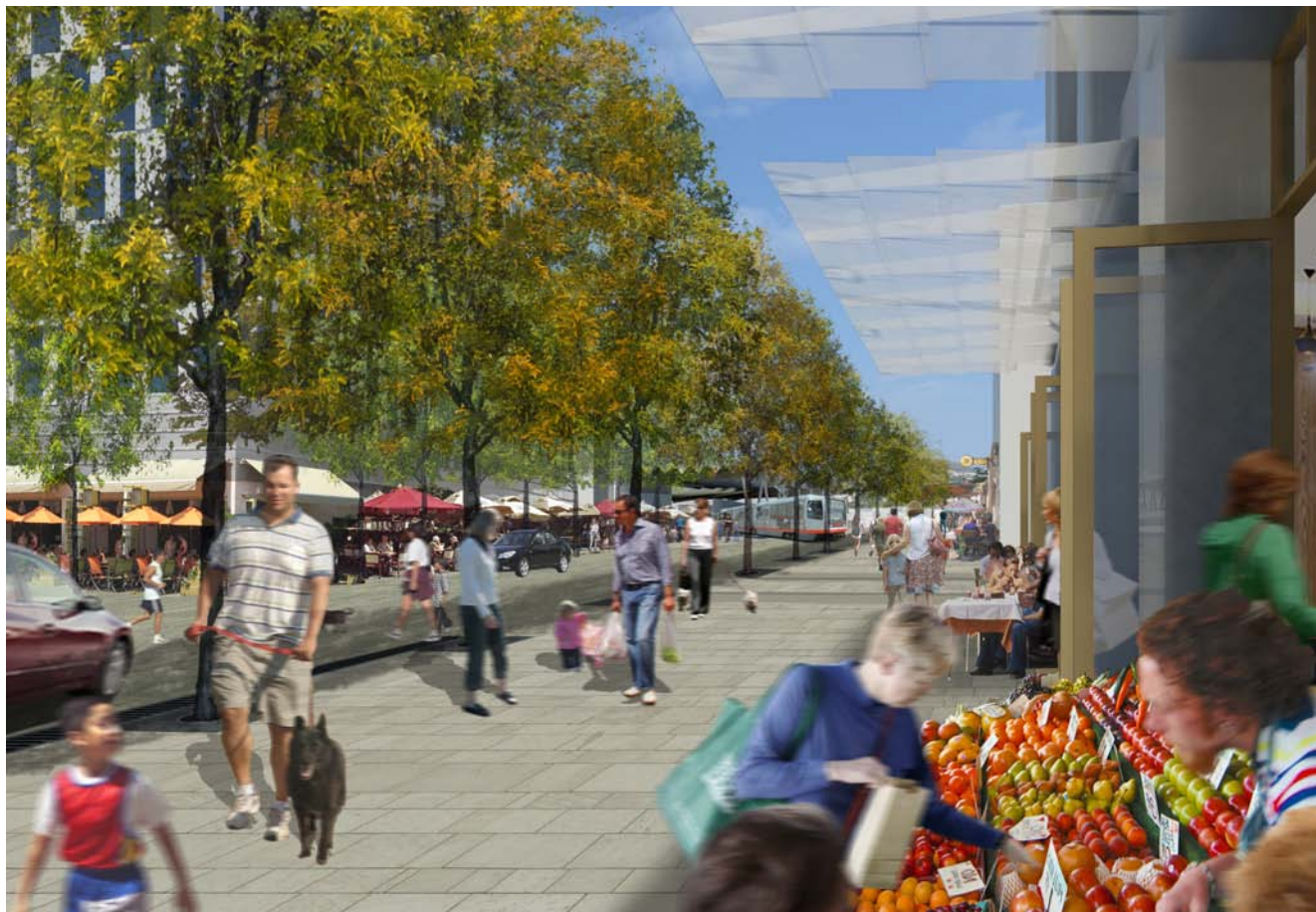
MERCED HEIGHTS

SAN FRANCISCO
GOLF CLUB

- ORGANIC FARM
- FOREST
- NEIGHBORHOOD PARKS
- PRIVATE OPEN SPACE / COURTYARDS
- STREAM CORRIDOR
- COMMUNITY GARDENS
- HEDGEROW TREES

DRAFT

Open Space



pedestrian focused street pattern

Parkmerced reinvents the street as a social and ecological connector, providing an effective framework for movement throughout the neighborhood.

DRAFT

The Vision Plan conceives the streets at Parkmerced as a collection of outdoor living rooms, providing a comfortable backdrop for the public life of the neighborhood. Reflecting an emerging understanding of the negative impacts cars have on the ecological and social health of our communities, Parkmerced will transform the street by reducing the amount of roadway dedicated to cars and increasing the space given to people and underlying ecological systems. Streets at Parkmerced will weave together social and ecological project benefits through a network of functions like: sitting, walking and bicycling; and gathering, retaining and cleansing rainwater.

Creative and straightforward street designs will translate into a variety of simple and functional streetscapes. Gonzalez Drive and other secondary streets will help orient people as they move through the neighborhood. Hedgerow streets will be planted with wind buffering trees to address persistent cold winds from the west. Alley Ways will include bio-gutters to help convey rainwater after a storm and pervious paving to allow rainwater to infiltrate into the ground.

Neighborhood Retail

Similar to other San Francisco neighborhood-serving retail streets, Crespi Drive provides convenient access to services and amenities, increasing the community's livability.

Paseos

Walkways that cut through the middle of the blocks provide a variety of engaging routes for pedestrians and cyclists to choose from as they move through the neighborhood.

Neighborhood Boulevard

As the primary access street for Parkmerced, Gonzalez Drive orients residents and visitors, making finding your way through the neighborhood easier and more convenient.

Neighborhood Access

Focusing vehicle access to these North-South Streets allows other streets to be calmer and more pedestrian focused.

Pedestrian Focus

Alley Ways are intended to be streetscape environments where auto traffic is slowed and pedestrians have priority. Their design helps dissipate persistent westerly winds with a row of taller, wind deflecting trees, while collecting rainwater into a network of biogutters.

- GONZALEZ DRIVE
- CRESPI DRIVE - NEIGHBORHOOD RETAIL
- DIAZ AVENUE - NEIGHBORHOOD RETAIL
- JUAN BAUTISTA CIRCLE
- FONT BOULEVARD - SOUTH
- FONT BOULEVARD - NORTH
- HEDGEROW STREET
- EAST-WEST STREET
- CHUMASERO DRIVE
- ALLEY WAY
- PEDESTRIAN PASEO

DRAFT

Street Pattern

urban + natural systems

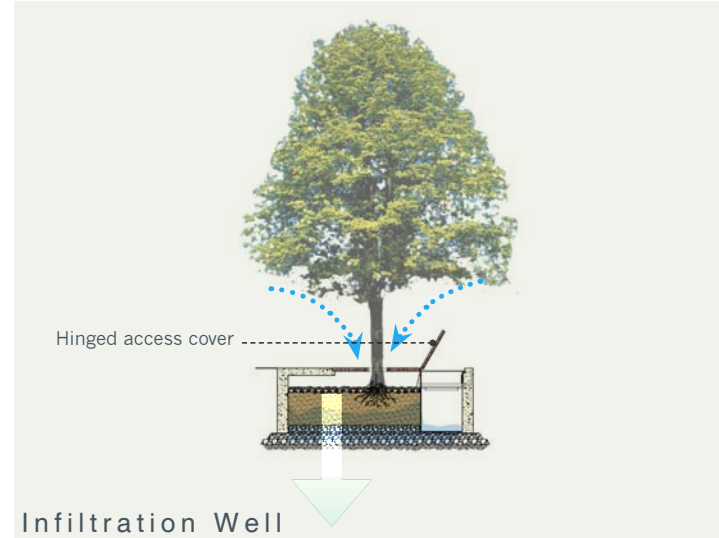
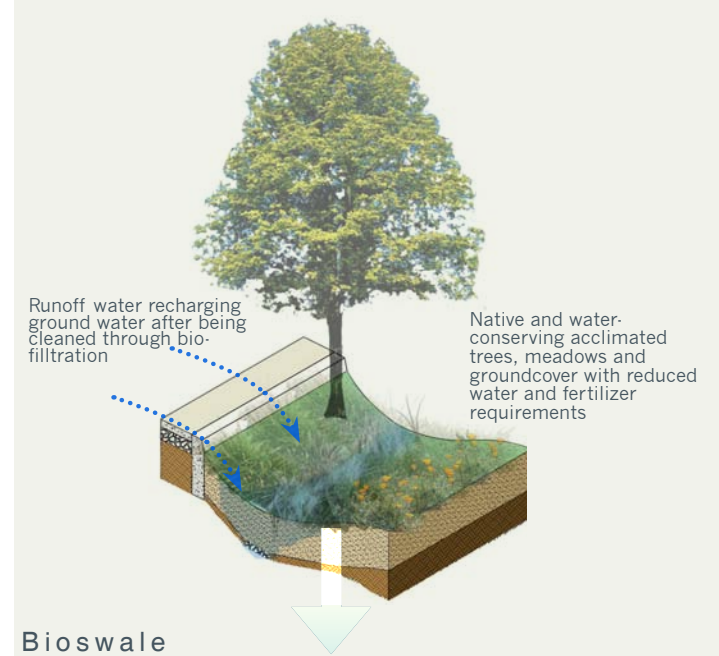
site hydrology

The future hydrology goals for the Parkmerced neighborhood focus on conserving every drop of water and putting it to use in regenerating a landscape naturally in balance with the climate and rainfall.

The proposed topography has been carefully designed to create a more natural hydrological system, where rainwater flows will recharge Lake Merced and underground aquifers while significantly increasing urban biodiversity.

The redefined landscapes at Parkmerced will feature rainwater runoff treatment as a prominent design feature. A series of landscape elements including: biogutters; bioswales; a new stream corridor; and ponds and wetlands will filter and clean rainwater before discharging cleansed water into Lake Merced. The armature for this water movement will be a new branch-like network, leading from rooftops all the way to Lake Merced. Rainwater is intended to travel from roof downspouts to biogutters, into a large series of bioswales, and then into a seasonal stream with a “laddered” series of ponds and check dams, leading to a terminal wetland / pond which finally outflows to Lake Merced. Permeable paving, installed at the alley streets and courtyards, will allow rainwater to infiltrate the ground.

Since water will be more efficiently distributed to the landscape and native or ecologically sensitive plants will be used, irrigation water needs will be reduced by 50%.

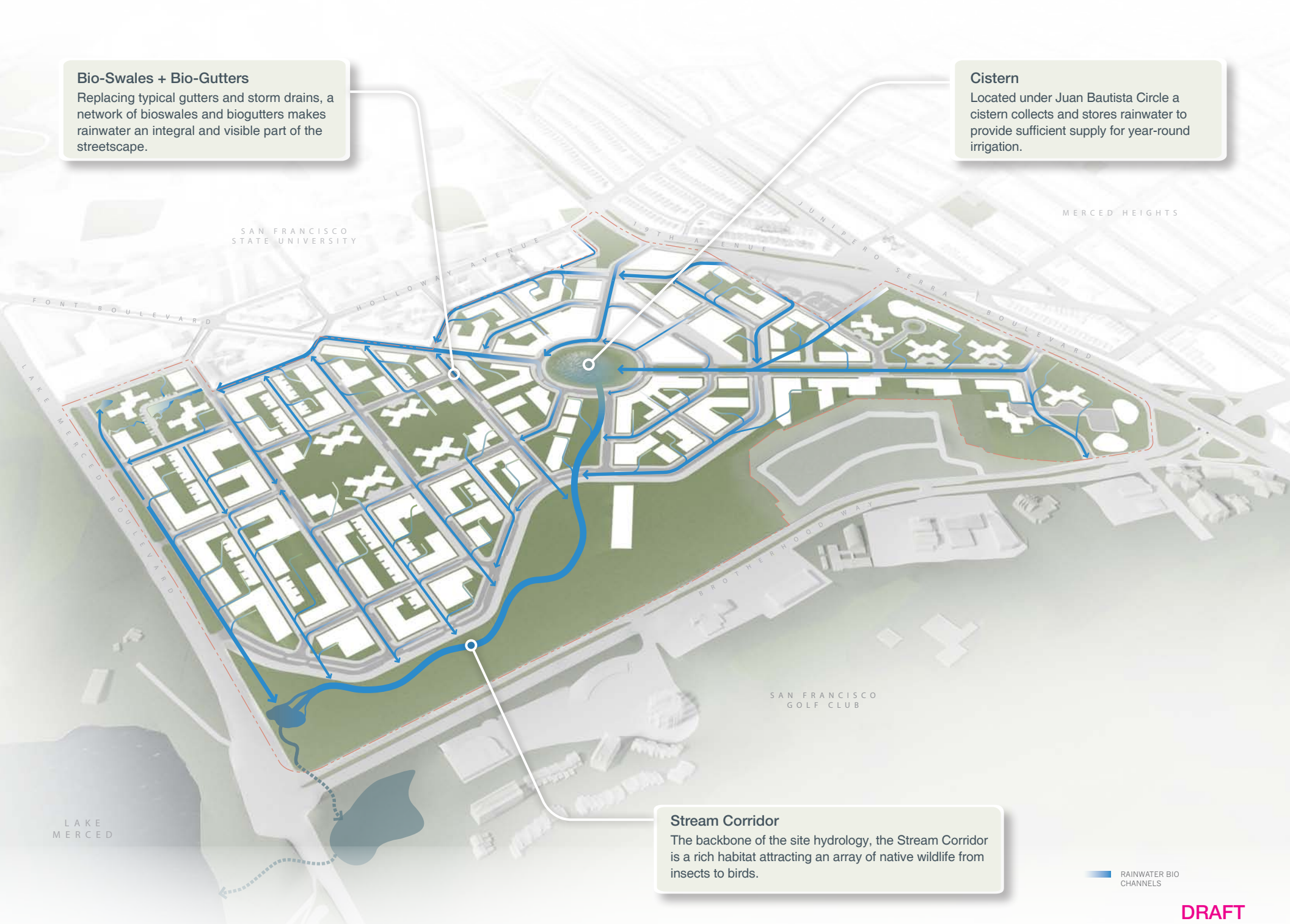


Bio-Swales + Bio-Gutters

Replacing typical gutters and storm drains, a network of bioswales and biogutters makes rainwater an integral and visible part of the streetscape.

Cistern

Located under Juan Bautista Circle a cistern collects and stores rainwater to provide sufficient supply for year-round irrigation.



Stream Corridor

The backbone of the site hydrology, the Stream Corridor is a rich habitat attracting an array of native wildlife from insects to birds.

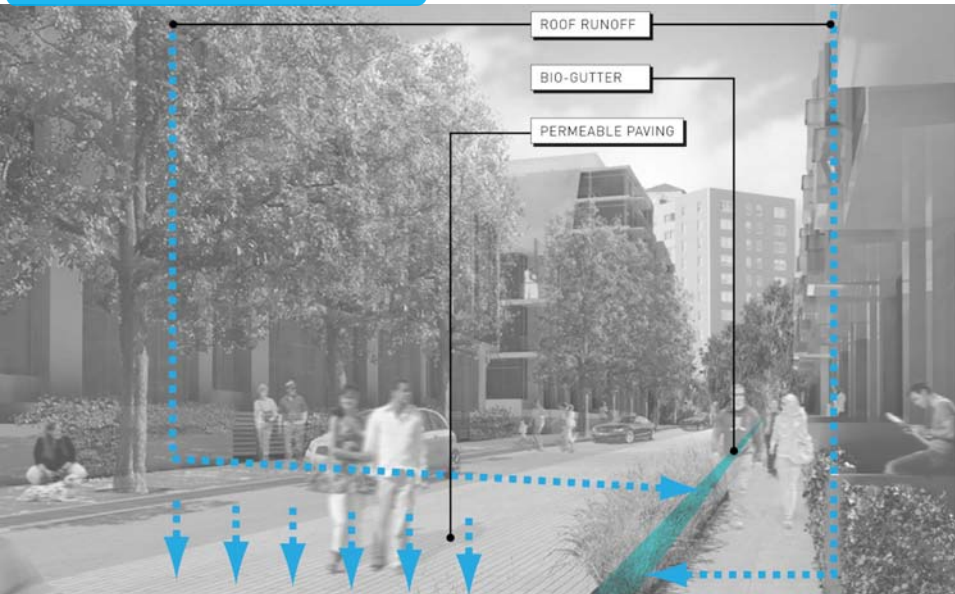
RAINWATER BIO CHANNELS

DRAFT

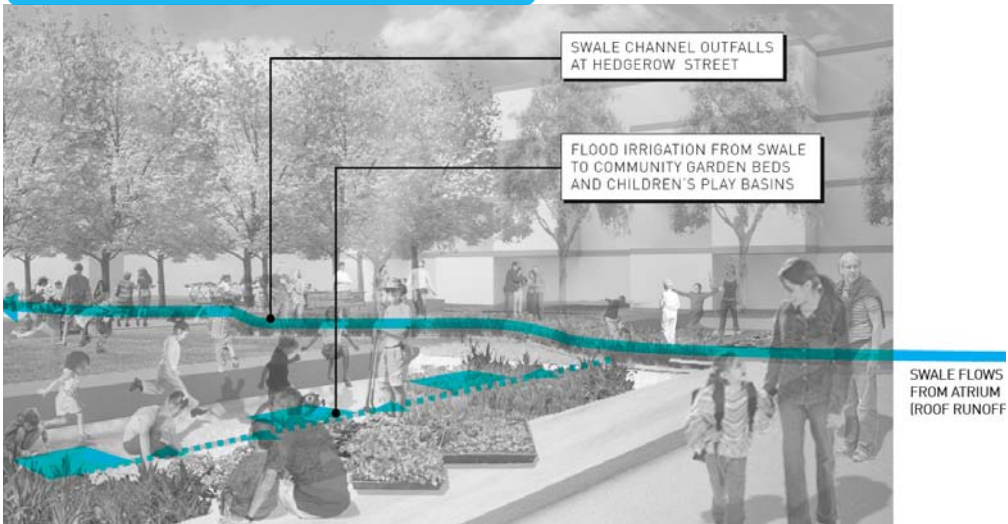
Site Hydrology

urban + natural systems - site hydrology

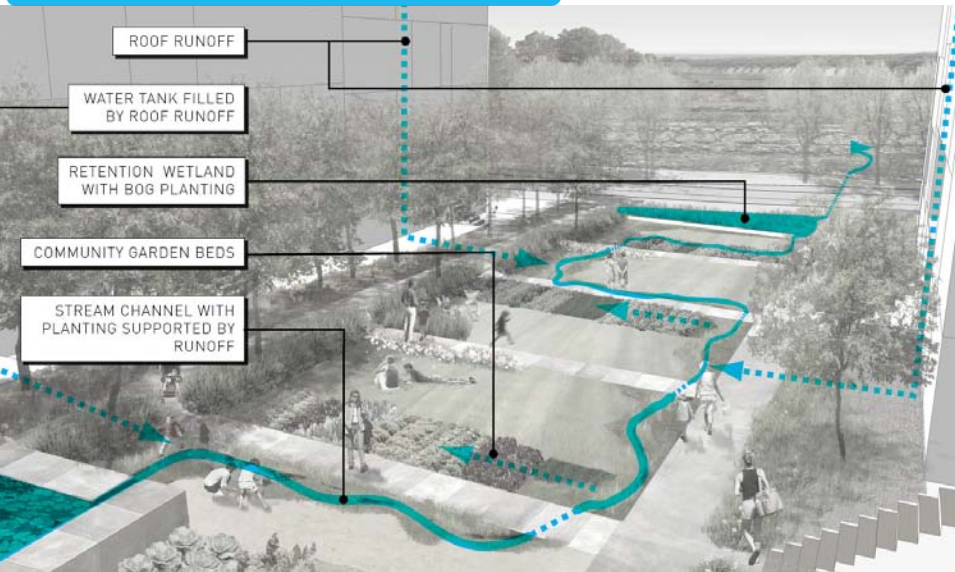
BIOGUTTER AT ALLEY WAY



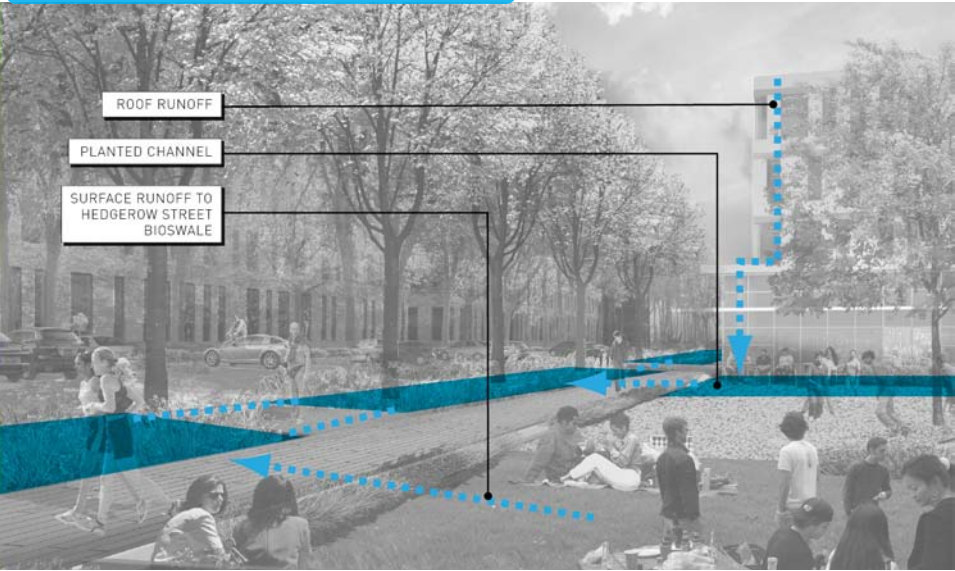
SWALE CHANNEL AT COURTYARD



STREAM CHANNEL AT COURTYARD



BIOSWALE AT PARK

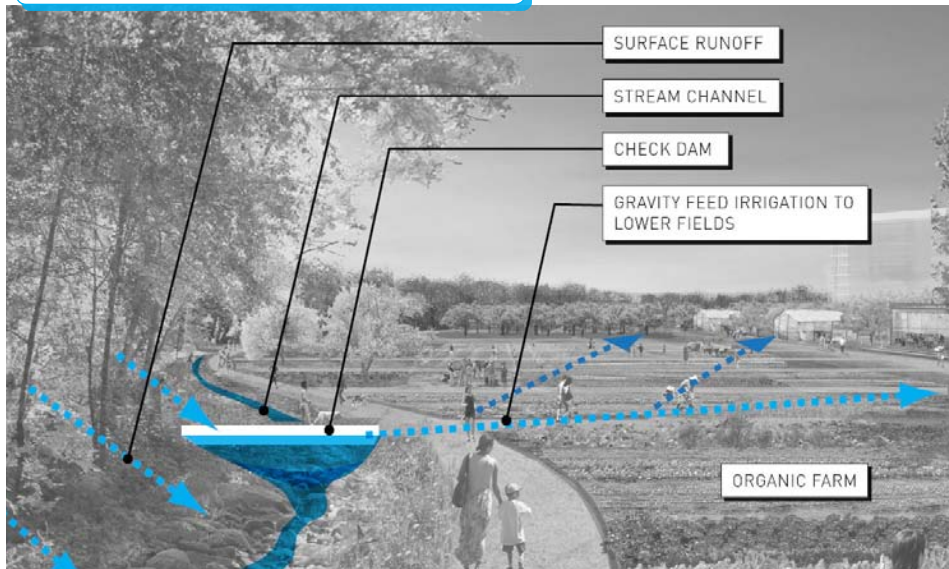


DRAFT

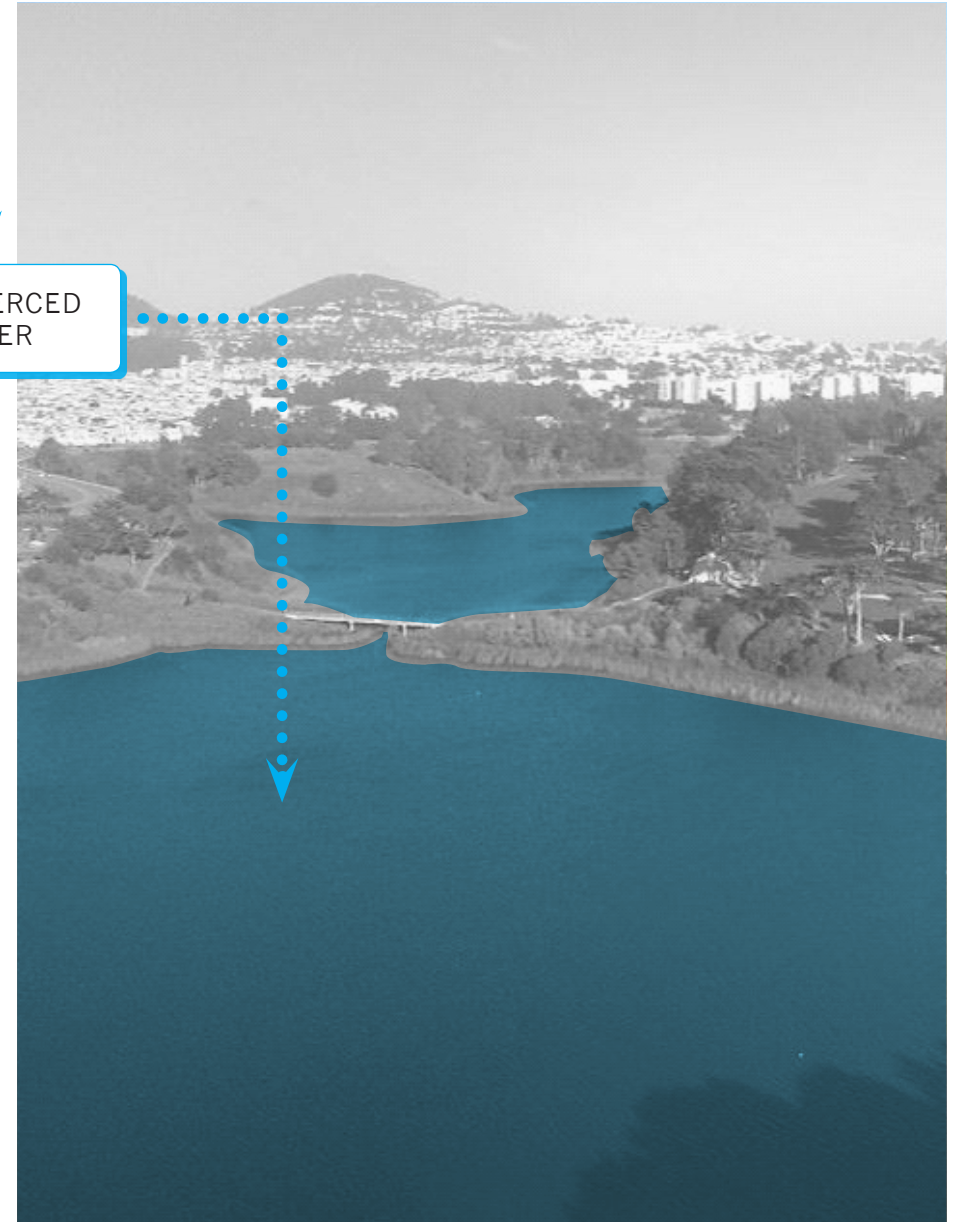
CISTERN AT SPORTS FIELD



STREAM AT RIPARIAN CORRIDOR



LAKE MERCED & AQUIFER



DRAFT

urban + natural systems

urban forest

The Parkmerced micro-climate is the dominating factor in guiding tree selection. The frequent cold, salt-laden wind determines what will succeed and where.

Parkmerced's proximity to the ocean, with the accompanying fog, wind, and sea spray, poses a challenging microclimate for plant selection. The plant palette is further limited by the desire to use only native or acclimated species, ones which will require little or no irrigation once established.

The recommended plant list, as described in the landscape design guidelines, was developed in collaboration with one of the most respected horticulturists in the Bay Area, Barrie Coate, who carefully selected species to meet both the sustainable and aesthetic needs of the project. Species were considered based on the following categories: aesthetics, scale, micro-climate, water-conserving, native, water and wind tolerance, density, and transparency.















MERCED HEIGHTS

SAN FRANCISCO
STATE UNIVERSITY

SAN FRANCISCO
GOLF CLUB

LAKE
MERCED

-  PARK & COURTYARD
-  ALLEY
-  BOULEVARD
-  EAST-WEST CORRIDOR
-  ORCHARD
-  HEDGEROW
-  STREAM CORRIDOR
-  GONZALEZ DRIVE
-  TOWER
-  URBAN FOREST

DRAFT

Urban Forest



socially vibrant neighborhood recreation

Weaving recreation and outdoor activities throughout the public realm will help enliven the neighborhood by encouraging more people to spend more time outside, while promoting healthier life styles.

As people's awareness of the benefits of a healthy, active life style has increased so have people's interests in walking, biking, jogging and other recreational activities. By providing a wide range of opportunities for residents to engage in recreational activities, Parkmerced is meant to be a neighborhood where people of all ages and abilities are encouraged to participate in some form of healthy, physical activity. As the nerve center for a network of recreational and outdoor activities, the Community and Fitness Center is a place dedicated to social interaction, health and well-being. Located at the southern edge of the 'social heart' the Community and Fitness Center will include a gym, swimming pools, sports fields and other spaces and services focused on recreation and healing. Adjacent to the Community and Fitness Center is the 'stream corridor', providing a beautiful and rejuvenating setting for those residents that are drawn to quieter, slower paced forms of physical recreation, such as strolling or meditation. Community gardens provide an opportunity for those who enjoy the art of cultivation and getting their hands dirty while being physically engaged. Filling out the network is a robust system of bicycle and pedestrian paths, linking these vital spaces together and connecting them to places such as Lake Merced and a larger fabric of citywide opportunities for recreation and outdoor activity.

Cultivating Activity

The Community Gardens offer a setting for those who enjoy the art of cultivation while being actively engaged.

Courtyard Recreation + Play

Depending on the types and program of adjacent residential dwelling units, a variety of opportunities for recreation are located within semi-private courtyards, such as play structures, small gardens and areas for stretching and fitness.

Walking + Cycling

With an increased interest in outdoor and physical activities more people are spending their leisure time biking, walking or jogging. A network of pedestrian and bicycle only paths offer residents a convenient way to engage in healthy outdoor activities.

Fitness Center + Sports Fields

The 'nerve center' for health and well-being this is where Parkmerced residents come to enjoy physically activities such as soccer, swimming, aerobics, yoga and more.

Contemplative Outdoor Activity

Whether quietly strolling along the stream corridor or meditating to the sound of water gently flowing by, this peaceful setting is dedicated to the rejuvenation of both people and the local ecology.

Neighborhood Activities

Located in the Neighborhood Commons are a diverse program of neighborhood focused activities for all ages, such as: play structures, lawn bowling or simply an open space to play.

- ORGANIC FARM
- FOREST
- NEIGHBORHOOD COMMONS
- STREAM CORRIDOR
- COMMUNITY GARDENS
- BIKE ROUTES/ PATHS
- PEDESTRIAN ROUTES

DRAFT

Recreation

green mobility light rail

Like many other San Francisco neighborhoods, Parkmerced will be a transit oriented neighborhood, connected to the rest of the city by Muni.

Each Parkmerced resident currently generates an average of 6 vehicle trips per day, while 40% of San Francisco residents still commute alone to work in their own cars. Parkmerced proposes to provide a convenient transit alternative and tie the neighborhood to the rest of the city, by rerouting the M-Ocean View Muni line from 19th Avenue, between Holloway Avenue and Junipero Serra Boulevard, into the heart of neighborhood and then back to its current alignment.

Associated with this new section of the M-Muni line would be three new Muni stations. At the northeastern edge of the Parkmerced 'social heart' a new transit plaza is intended to include: a new Muni light rail station; bus stops; coffee and news stands; and comfortable, sheltered areas to wait. An additional station adjacent to the new grocery store is centrally located within the 'social heart'. The terminal station at Font and Chumasero will provide convenient access to residents in the southern-most part of the site and will also allow for a future Muni connection to BART or accommodate MTA's TEP J-Line re-routing to this area.

Development intensity is meant to be greatest around these new stations, capitalizing on the level of activity that they would bring to the neighborhood. Making mass transit a more viable and convenient option for Parkmerced residents the new Muni stops are intended to be within a comfortable 10-minute walk for all residents.



Transit Plaza

Incorporating a relocated stop for the M-line into a new transit plaza with connections to bus lines and a new shuttle route that connects to BART makes transit more convenient for residents and neighbors of Parkmerced








Existing Line to be Relocated

The light rail tracks for the M-line on 19th Ave, between Crespi Drive and Junipero Serra Blvd., are proposed to be relocated so the train engages Parkmerced.

Connection to BART

The potential for a future extension of the light rail tracks would connect to Daly City BART, providing a transit link to the entire Bay Area.

10 minute walking radius

-  MUNI LINE TO REMAIN
-  MUNI STATION TO REMAIN
-  MUNI LINE TO REMOVE
-  MUNI STATION TO REMOVE
-  FUTURE MUNI LINE
-  FUTURE MUNI STATION
-  FUTURE MUNI TO BART

DRAFT

Light Rail

green mobility bus + shuttle

Providing viable transit options at Parkmerced will make getting out of the car more convenient.

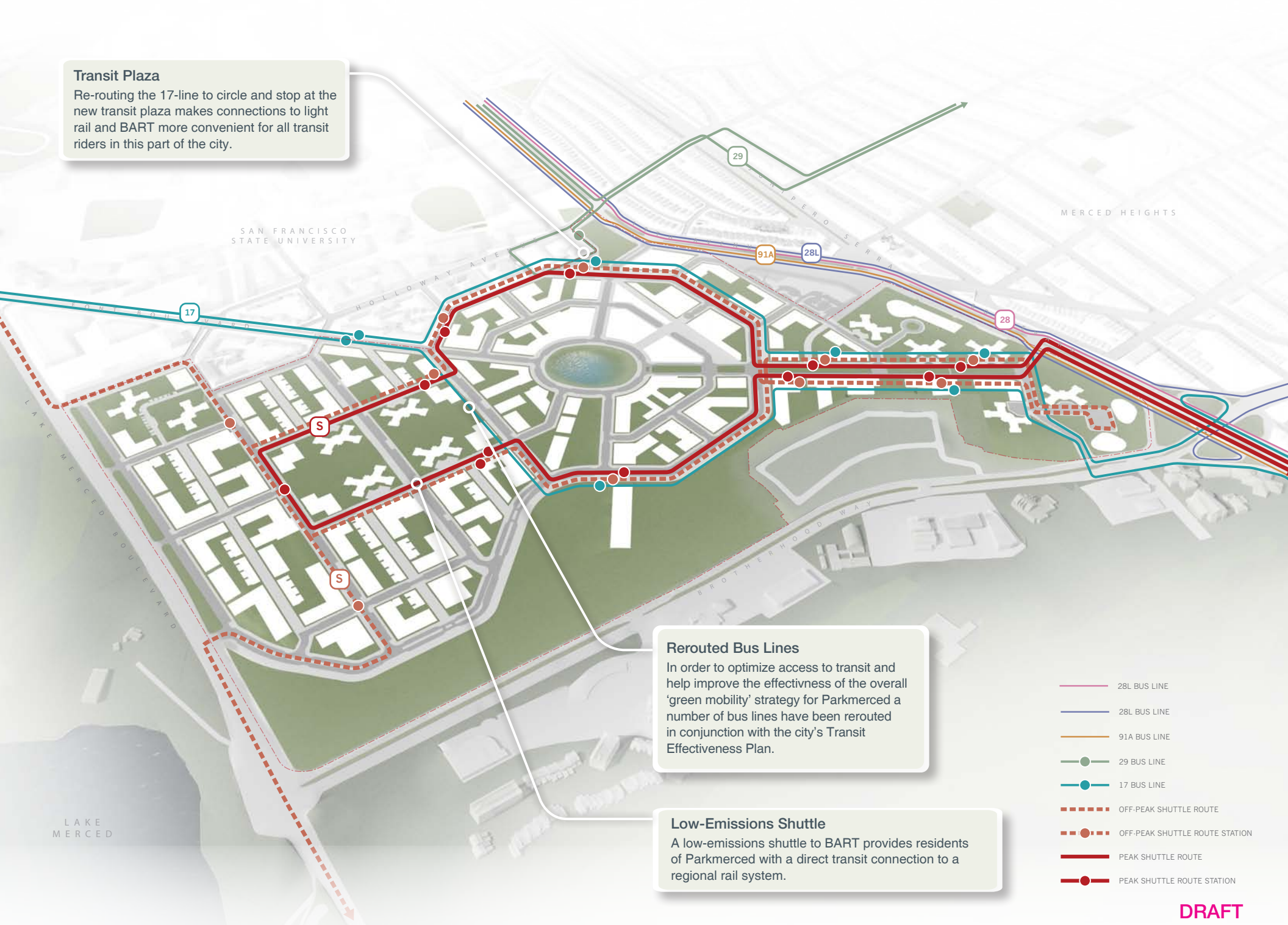
The Vision Plan proposes that a number of city bus lines pass through and stop at Parkmerced, making transit more convenient for residents of Parkmerced. The existing 17-line is intended to be rerouted along Font Boulevard to replace the 18-line and would connect Parkmerced to Lakeshore Plaza, Daly City BART and the Westlake Shopping Center in Daly City. Making connections to Muni more convenient and efficient the 28, 28L, 29 and 91A are intended to all stop at the new transit plaza located at the northeastern end of Crespi Drive.

Helping to reduce the number of Parkmerced residents that currently drive to BART, a low-emissions shuttle is meant to travel between Parkmerced and the Daly City BART Station during peak commuting hours. The shuttle would also act as a shopper shuttle to Stonestown and Westlake. Shuttle stations are intended to be located conveniently throughout Parkmerced with well lit, sheltered waiting areas.



Transit Plaza

Re-routing the 17-line to circle and stop at the new transit plaza makes connections to light rail and BART more convenient for all transit riders in this part of the city.



Rerouted Bus Lines

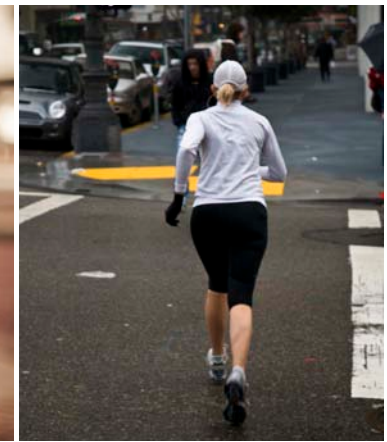
In order to optimize access to transit and help improve the effectiveness of the overall 'green mobility' strategy for Parkmerced a number of bus lines have been rerouted in conjunction with the city's Transit Effectiveness Plan.

Low-Emissions Shuttle

A low-emissions shuttle to BART provides residents of Parkmerced with a direct transit connection to a regional rail system.

DRAFT

Bus + Shuttle



green mobility pedestrian

Streets at Parkmerced will
be for people first.

Short block dimensions, frequent intersections and a variety of engaging pedestrian routes, form a neighborhood pattern of streets and blocks that encourages walking. Streets will be designed to provide a sheltered environment, buffered against persistent cold winds from the west, while ample sidewalks will allow residents to comfortably walk through the neighborhood alone or in groups. Narrower curb-to-curb dimensions and other methods of reducing crossing distances will increase pedestrian safety and in turn increase the likelihood that people will choose walking as a primary mode of mobility.

A robust network of alleys, paseos and walks will allow people to meander through the Parkmerced neighborhood and enjoy a landscape where the priority of cars has been greatly diminished. Walking is widely recognized to be beneficial for human health. Walkers have a lower incidence of cancer, heart disease, stroke, diabetes and other diseases. They live longer, receive mental health and spiritual benefits and are more likely to be actively engaged in their communities. It is safe to state that an increase in neighborhood walkability will have a direct impact on the overall health, well-being and social vitality of a neighborhood.

Robust Connection

Gonzalez Drive is a major pedestrian artery providing a dedicated pedestrian path that links SFSU to the community/ fitness center, organic farm, stream corridor and ultimately Lake Merced.

Complete Network

With a diversity of pedestrian focused routes throughout the neighborhood, Alley Ways, Paseos and dedicated pedestrian paths form a major a complete pedestrian network.

- EXISTING NEIGHBORHOOD PEDESTRIAN ROUTE
- NEW NEIGHBORHOOD PEDESTRIAN ROUTE
- DEDICATED PEDESTRIAN PATH

DRAFT

Pedestrian



green mobility bicycle

Linking into San Francisco's existing bicycle network will increase the connectivity between Parkmerced and the rest of the city and offer residents a viable option for bicycling to meet their daily needs.

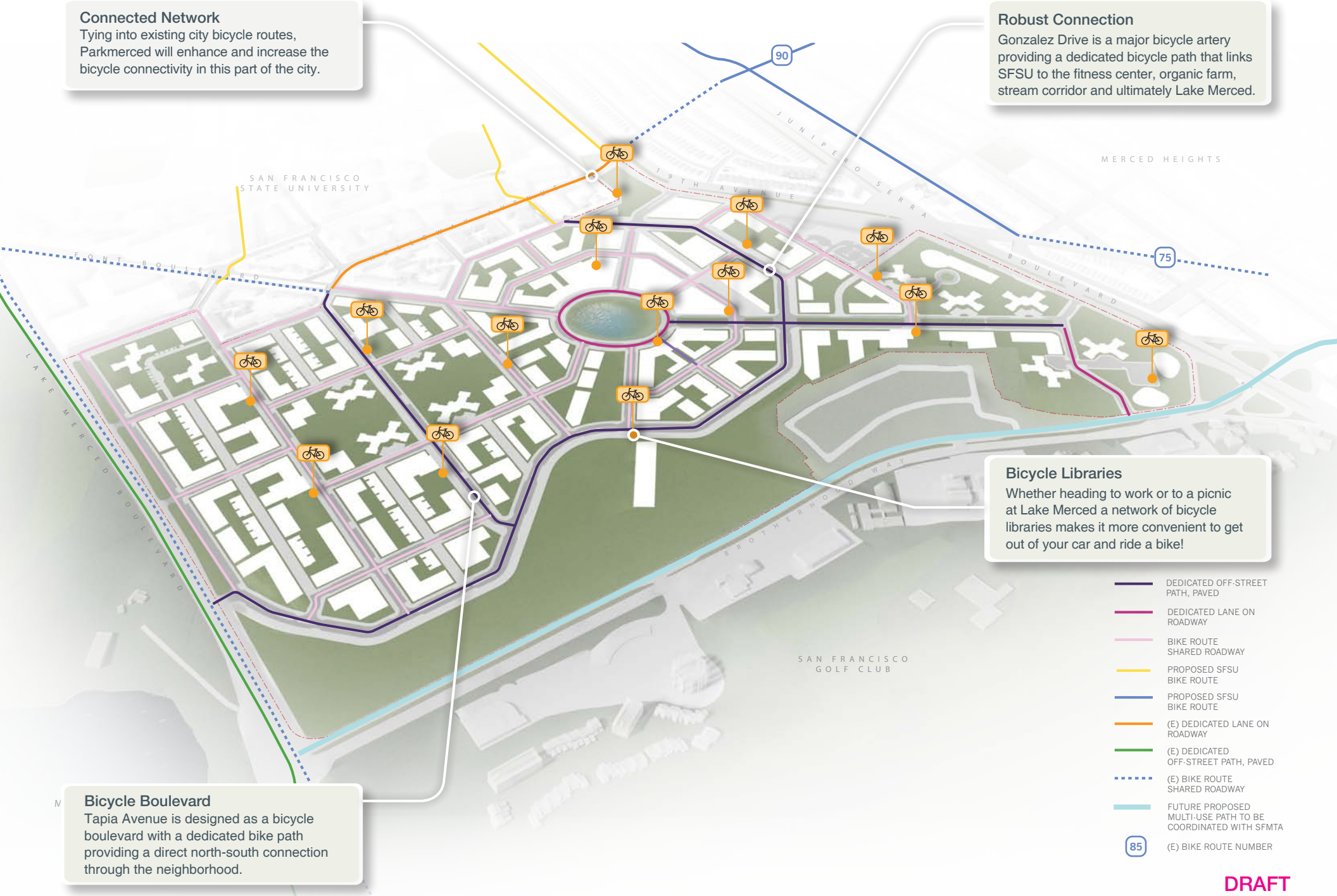
With a combination of off-street bike paths and dedicated bike lanes on neighborhood roadways, Parkmerced will tie into San Francisco City Bike Routes number 90 and 85. An off-street bike path will follow Gonzalez Drive through the entire neighborhood. This paved, secure path will not only benefit residents of Parkmerced, but will also create a strong bicycle connection to Lake Merced from Muni, San Francisco State University, as well as the residential neighborhoods to the east of Parkmerced. The roadway design for Tapia Avenue will also include a dedicated bike path, providing a direct north-south connection through Parkmerced. A number of bike share centers are intended to be distributed throughout Parkmerced, offering opportunities to borrow bicycles either for commuters on their way to and/or from work or for a leisurely ride through the park on the weekends. There may be a future opportunity to tie into a larger citywide bike share system, which the City is currently exploring.

Connected Network

Tying into existing city bicycle routes, Parkmerced will enhance and increase the bicycle connectivity in this part of the city.

Robust Connection

Gonzalez Drive is a major bicycle artery providing a dedicated bicycle path that links SFSU to the fitness center, organic farm, stream corridor and ultimately Lake Merced.



Bicycle Boulevard

Tapia Avenue is designed as a bicycle boulevard with a dedicated bike path providing a direct north-south connection through the neighborhood.

Bicycle Libraries

Whether heading to work or to a picnic at Lake Merced a network of bicycle libraries makes it more convenient to get out of your car and ride a bike!

- DEDICATED OFF-STREET PATH, PAVED
- DEDICATED LANE ON ROADWAY
- BIKE ROUTE SHARED ROADWAY
- PROPOSED SFSU BIKE ROUTE
- PROPOSED SFSU BIKE ROUTE
- (E) DEDICATED LANE ON ROADWAY
- (E) DEDICATED OFF-STREET PATH, PAVED
- ... (E) BIKE ROUTE SHARED ROADWAY
- FUTURE PROPOSED MULTI-USE PATH TO BE COORDINATED WITH SFMTA
- 85 (E) BIKE ROUTE NUMBER

DRAFT

Bicycle

green mobility vehicle

Streets at Parkmerced will help ease vehicular movement through the neighborhood by increasing access to the site and providing a clear hierarchy between primary access and neighborhood streets.

Vehicular access to the neighborhood will be increased through new off-site improvements and a series of new access points into Parkmerced. New left turn lanes at Crespi and Chumasero Drive will provide a comfortable entrance to Parkmerced for vehicles driving north along 19th Ave. Three new access points will be added along Lake Merced Blvd. helping disperse auto traffic on the west edge of the neighborhood.

Gonzalez Drive and Font Blvd. will be primary vehicular streets, providing two clear paths for vehicles to access the neighborhood. Giving residents a direct route within the neighborhood is a structure of secondary access streets branching off of Gonzalez Drive and Font Blvd. With significantly lower volumes of vehicular movement, neighborhood and alley ways are intended to provide localized access and typically are no longer than a few blocks. Preferred garage entry locations are along the neighborhood streets; while the Alley Ways are intended to be pedestrian focused, shared streets, where cars must slow down to share the road with pedestrians.

Distributed throughout Parkmerced, car share hubs will provide easy access to a variety of different car types, which will offer a convenient alternative to car ownership.



Improved Pedestrian Safety

The 19th Ave corridor will have improved pedestrian safety and neighborhood access by introducing new, north bound left turns lanes at Crespi Drive and Chumeserro Blvd.

Vehicular Access

North-south streets act as secondary access roads focusing auto traffic along a limited number of streets as they pass through the neighborhood.

19th Avenue + Junipero Serra Boulevard Improvements

New landscaping, street furnishings and traffic improvements along this stretch of 19th Avenue and Junipero Serra Boulevard, between Crespi Drive and Brotherhood Way will help to stitch together neighborhoods on both sides of this major corridor.

Improved Interchange

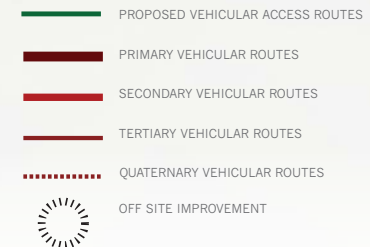
Adding dedicated merging lanes on Junipero Serra Boulevard and Brotherhood Way and improving sidewalk areas will make this interchange more pedestrian friendly while improving traffic flow.

Increased Access

Three new intersections along Lake Merced Blvd. increase the overall accessibility to Parkmerced, helping to reduce congestion at any one intersection.

Neighborhood Thoroughway

In order to help make the street pattern at Parkmerced more legible, Gonzalez Drive provides a much needed neighborhood thoroughway from which all streets at Parkmerced can be understood.



DRAFT

Vehicle

green mobility parking + garage storage

The parking strategy at Parkmerced is intended to reduce the visual impact of parked cars on the pedestrian environment while simultaneously encourage the use of other forms of mobility.

Parked cars and parking structures have cluttered urban landscapes for decades. A disproportionate area of urbanized land is dedicated to one form of parking or another. As society's fascination with cars wanes, new approaches to where cars are parked have begun to emerge. In order to create a public realm, including streetscapes that are primarily dominated by people and landscape, most parked cars will be below grade, freeing up on grade space for courtyards, Neighborhood Commons and other outdoor spaces. This will help to further establish a healthy relationship between the inside of buildings and the outdoors. When cars are parked above grade they will be screened behind active, socially engaging spaces such as commercial or housing.

This aggressive parking strategy will allow residents to treat parking as 'car storage', encouraging those residents that live in the center of the neighborhood to use transit and other forms of 'green mobility' in order to meet daily needs. All off-street parking at Parkmerced will be 'unbundled' from the rental or purchase fees for residential units, eliminating a financial burden for those that choose not to own a car. The neighborhood is divided into four parking zones:

1. Areas where no parking is allowed.
2. Areas with one level of below grade parking.
3. Areas with two levels of below grade parking.
4. Areas with above grade parking.

To support those residents that choose not to own a car, car share facilities will be strategically located throughout the neighborhood to further increase access to a variety of mobility opportunities for residents of Parkmerced. These facilities are generally located adjacent to Neighborhood Commons or the 'social heart' to help capitalize on the comings and goings of people as they utilize these neighborhood services.

DRAFT



Above Grade Parking

Lining above grade parking structures with lively uses that engage the public realm eliminates dead streetedges while providing adequate parking to serve the neighborhood.

No Parking

Many blocks located in the neighborhood 'social heart' will not include parking at all, allowing courtyards to be truly on grade and reducing the amount of cars in the center of the neighborhood.

Unbundled Parking






Locating the majority parking stalls on the west side of Parkmerced, away from transit encourages people to think twice before getting in the car to go to the grocery store.

Car Share

Strategically located throughout the neighborhood car share 'pods' will provide residents of Parkmerced with a variety of types of cars for a range of uses such as a regional outing or moving furniture.

Below Grade Parking

The vast majority of parking is located below grade, allowing for a seamless ground plane, uninterrupted by parking lots, parked cars or unsightly parking structures.

-  CAR SHARE
-  NO PARKING
-  ABOVE GRADE PARKING ZONE 1b
-  BELOW GRADE PARKING ZONE 1a
-  BELOW GRADE PARKING ZONE 2

DRAFT

urban + natural systems green infrastructure

Infrastructure at Parkmerced will be created as an interconnected and mutually supportive network of urban and natural systems intended to reduce overall resource consumption.

This network of green infrastructure is intended to establish a healthy neighborhood, more in balance with local and global ecologies, reduces natural resource consumption and establishes human environments that are attractive and meaningful. A critical component to the implementation of the Parkmerced infrastructure will be to provide flexibility in the future to incorporate the best, new and emerging technologies as they become available. As a complete neighborhood plan Parkmerced offers a unique opportunity to employ green infrastructure elements at a district scale, increasing the effectiveness of each strategy.

Energy

To reduce greenhouse gas emissions and energy consumed by buildings, Parkmerced will deploy a comprehensive energy strategy. Parkmerced will utilize creative, yet practical solutions to help offset the anticipated energy demands of future residents, including: high-performance building envelopes; passive solar design; installation of renewable energy systems; and integrated district energy systems.

Renewable energy systems such as photovoltaic solar collectors and wind turbines will produce a percentage of Parkmerced's energy, reducing the need for off-site energy supplies. Cogeneration facilities will act as micro-power plants for the neighborhood and are capable of functioning from a wide variety of primary energy sources, including natural gas and biomass. Tying this entire system together would be a potential district energy loop, efficiently distributing electricity and hot water throughout the neighborhood.

Water

By utilizing the combined sewer system for household sanitary sewage only, rainwater at Parkmerced can be treated as a resource. Collecting rainwater runoff through a combination of low impact development techniques including bioswales and other bio-filtration systems will help restore the natural hydrology of the site. The annual volume of water for irrigation, for approximately the same number of acres of open space, is expected to decrease from roughly 55 million gallons of potable water per year (MG/yr) to just over 30 MG/yr of recycled and/or grey water.



Through installation of efficient fixtures for low flow toilets, sinks, showers, and laundry machines in both new and existing units and the use of recycled and/or grey water, the average residential water use at Parkmerced is targeted to be reduced to 38 gallons per capita per day. This will result in less flow to San Francisco's Oceanside Wastewater Treatment Facility, which translates to less chemical use, lower energy usage, and a reduction in overflows of effluent into the Pacific Ocean.

Waste

Supporting San Francisco's ambitious goal for "Zero waste to landfill by 2020", Parkmerced will make zero waste practices easier for residents, keep construction waste directed to landfill to a minimum, and implement simple, yet effective maintenance practices in order to reduce unnecessary collection of yard waste. Reducing the amount of waste directed to landfill will also reduce the vehicle trips needed to haul solid waste from the site. This in turn will help to reduce the overall GHG emissions for the entire neighborhood. Establishing an on-site, 'green food chain', Parkmerced will compost yard waste and use it to fertilize landscape areas.

Solar Ready

All buildings at Parkmerced are required to design at least 50% of their roof area to permit installation of south facing solar collectors.

Micro Power Grids

Within each block is the potential for the creation of a small scale energy grid, complete with cogeneration equipment that convert waste heat into a useful energy source.

Air-Source Heat Pump

Utilizing waste heat from commercial uses to help heat water as it passes through the District Water Loop helps reduce unnecessary consumption of natural resources and provides cooling for retail and office uses.

District Energy + Water Loop

A potential district wide energy and hot water loop would allow for all systems to tie together and direct resource flow to where it is needed most.

Green Food Chain

Parkmerced will compost yard waste and use it to fertilize landscape area and the Organic Farm. The Organic Farm will cultivate produce that can be sold in neighborhood markets and restaurants.

Water Recycling

Parkmerced will utilize a dual plumbing system for recycled water. Recycled water will be used for irrigation, laundry and toilet flushing.

Wind Turbines

Wind turbines will produce a percentage of the Parkmerced's energy, limiting the need for off-site energy supplies. A possible location for wind turbines is along Lake Merced Boulevard.

MERCED HEIGHTS

DRAFT

Green Infrastructure

10.14.10 / PARKMERCED VISION PLAN | 51

socially vibrant neighborhood urban form

With a range of living options, access to affordable housing, and varied and visually attractive building designs, Parkmerced will be a diverse and vibrant urban neighborhood.

Reflecting this diversity, Parkmerced will be a place for families with children, couples, singles, and seniors from all walks of life. A predominantly low-rise neighborhood, punctuated by taller and medium-size residential buildings, the Parkmerced's urban form of will focus the greatest development intensity in and around the social heart of the neighborhood and the new Muni Stations. Following the natural topography of the site, overall building massing and heights are generally lower in the western portions of the neighborhood.

With a variety of townhome units, walk-ups, live/work flex spaces, flats and other types of residential dwelling units, and a range of studios, one-, two- and three-bedroom units, Parkmerced will also offer for-sale or rental living options that will be necessary in fostering a diverse resident population. Increasing the number of homes within Parkmerced will help increase the social vibrancy of this corner of San Francisco; minimize the number of car trips that are clogging local streets; increase the viability of neighborhood retail services and amenities; and play an important role in reducing the impacts of human settlement on local and global ecological systems.

New townhomes and walk-ups: 3 Stories

At 35' in height, townhomes and walk-ups will be located primarily in the western portion of Parkmerced, creating a fine-grained residential character and reducing the overall neighborhood massing as it gets closer to Lake Merced.

New neighborhood fabric buildings: 4-6 Stories

Four-to six-story residential buildings, ranging from 45'-65', make up the primary character of Parkmerced and are evenly distributed throughout the entire community.

New mid-rise buildings: 8-10 Stories

Located at key points throughout the neighborhood are eight- to 10-story residential buildings ranging in height from 85'-105'. These medium-size buildings will occur in key locations to help accent and define the character of the Parkmerced while focusing residential density near neighborhood services and amenities and Neighborhood Commons.

Existing tall buildings: 13 Stories

The plan will retain the 11 existing 13-story, 130' high residential buildings, which will undergo phased upgrades.

New tall buildings: 11-14 Stories

New 11- to 14-story residential buildings will be carefully located near the existing taller residential buildings, in order to limit their impact on existing neighborhood viewsheds. These residential buildings provide a large number of homes in an extremely efficient use of land area, helping to focus density and create valuable open space for all residents and neighbors.



Mid-Rise Buildings

Evenly distributed throughout the western half of Parkmerced, mid-rise buildings provide residential density focused on neighborhood gathering places within an articulated massing that responds to the pedestrian environment.

Taller Buildings

Taller buildings are located around the neighborhood social heart providing a large number of homes in an extremely efficient use of land area, focusing density near transit and amenities.

Tallest Buildings

In order to respect existing viewsheds the tallest buildings at Parkmerced have been clustered around existing tall buildings.

Townhomes + Walk-Ups

Throughout the neighborhood small scale buildings, including townhomes and walk-ups, define the pedestrian environment. In general smaller buildings are intended to be located along smaller rights-of-ways such as Alley Streets.

- TOWER
- MID RISE
- LOW RISE
- STACKED FLATS
- NON-RESIDENTIAL

DRAFT

Urban Form



DRAFT



*"It is a moral obligation to do whatever we can to
confront the problem of climate change"*

Craig Hartman

DRAFT



Parkmerced | SOM

DRAFT