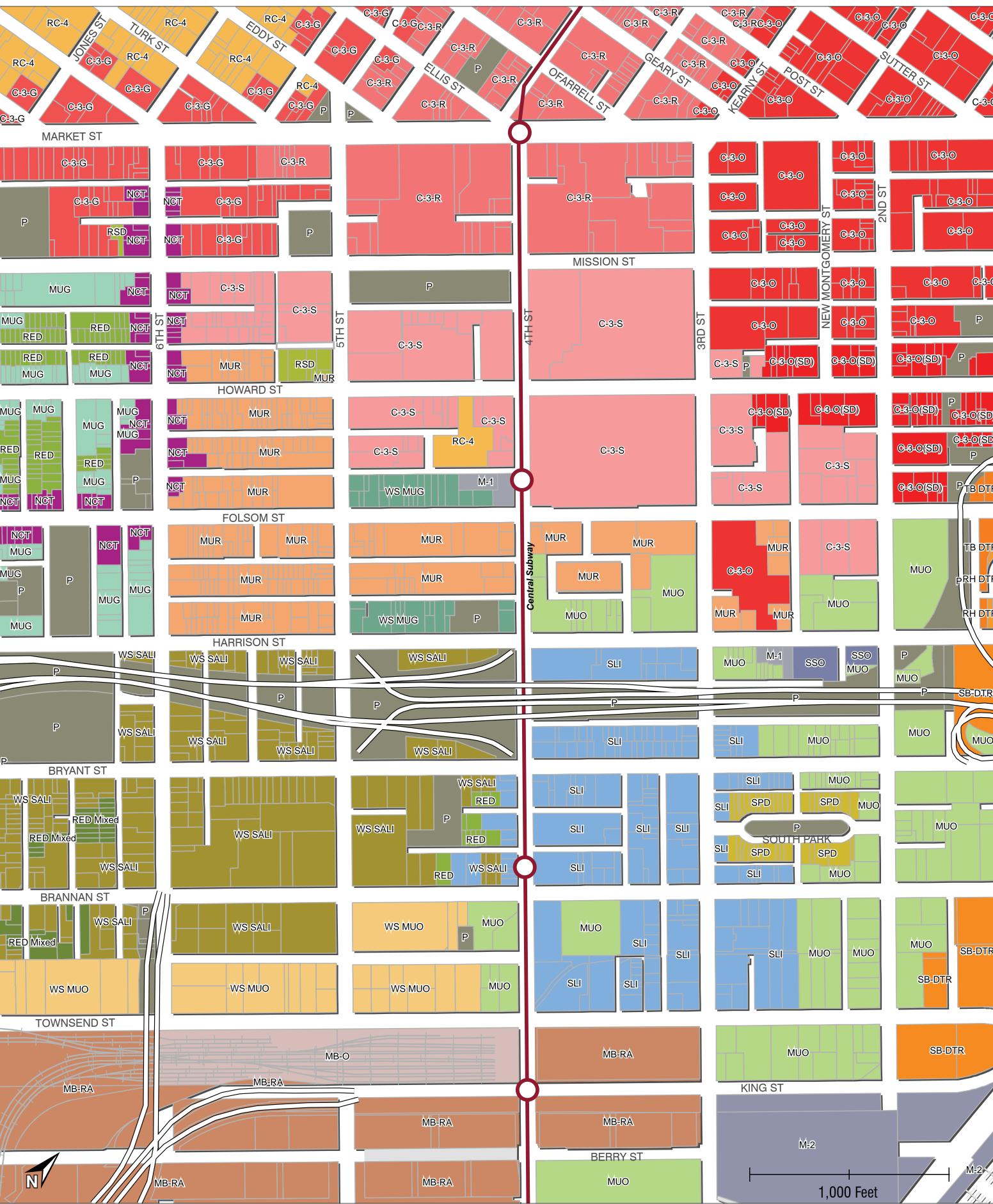
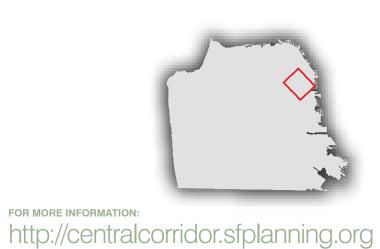
# LAND USE

# **EXISTING ZONING (Assumes adoption of the Western SoMa Plan)**

**Central Corridor Planning Project** 



**Central Corridor Existing Zoning Districts** 



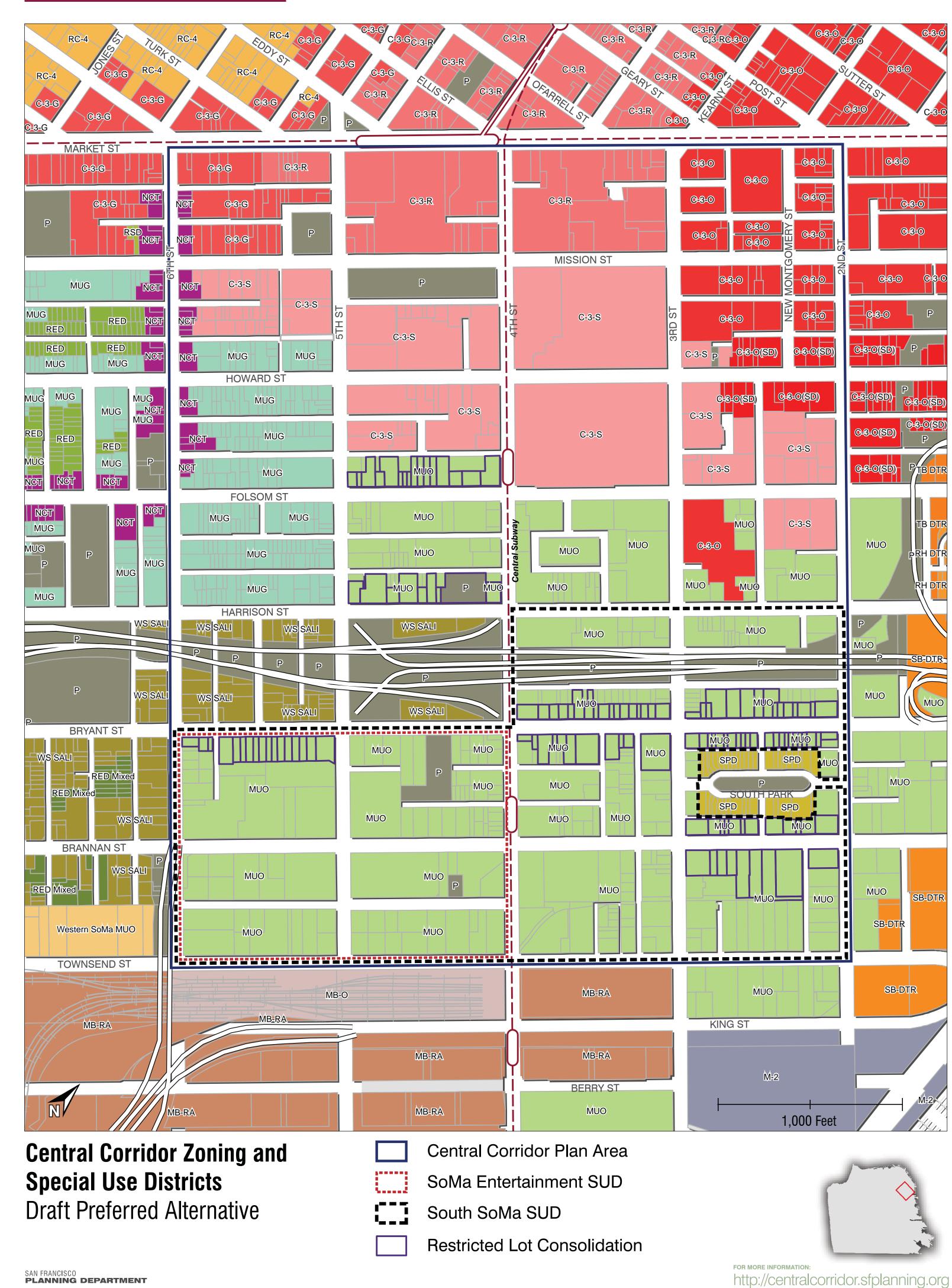
#### SAN FRANCISCO PLANNING DEPARTMENT

- Northern portion is considered the Downtown (i.e., areas in pink and red)
- North of the freeway and along 2nd are Mixed Use District (i.e., areas in orange, green, aqua)
- South of freeway and west of 2nd are industrial districts (i.e., blue, gold, and squash)

## CENTRAL CORRIDOR PLANNING PROJECT

# PROPOSED ZONING

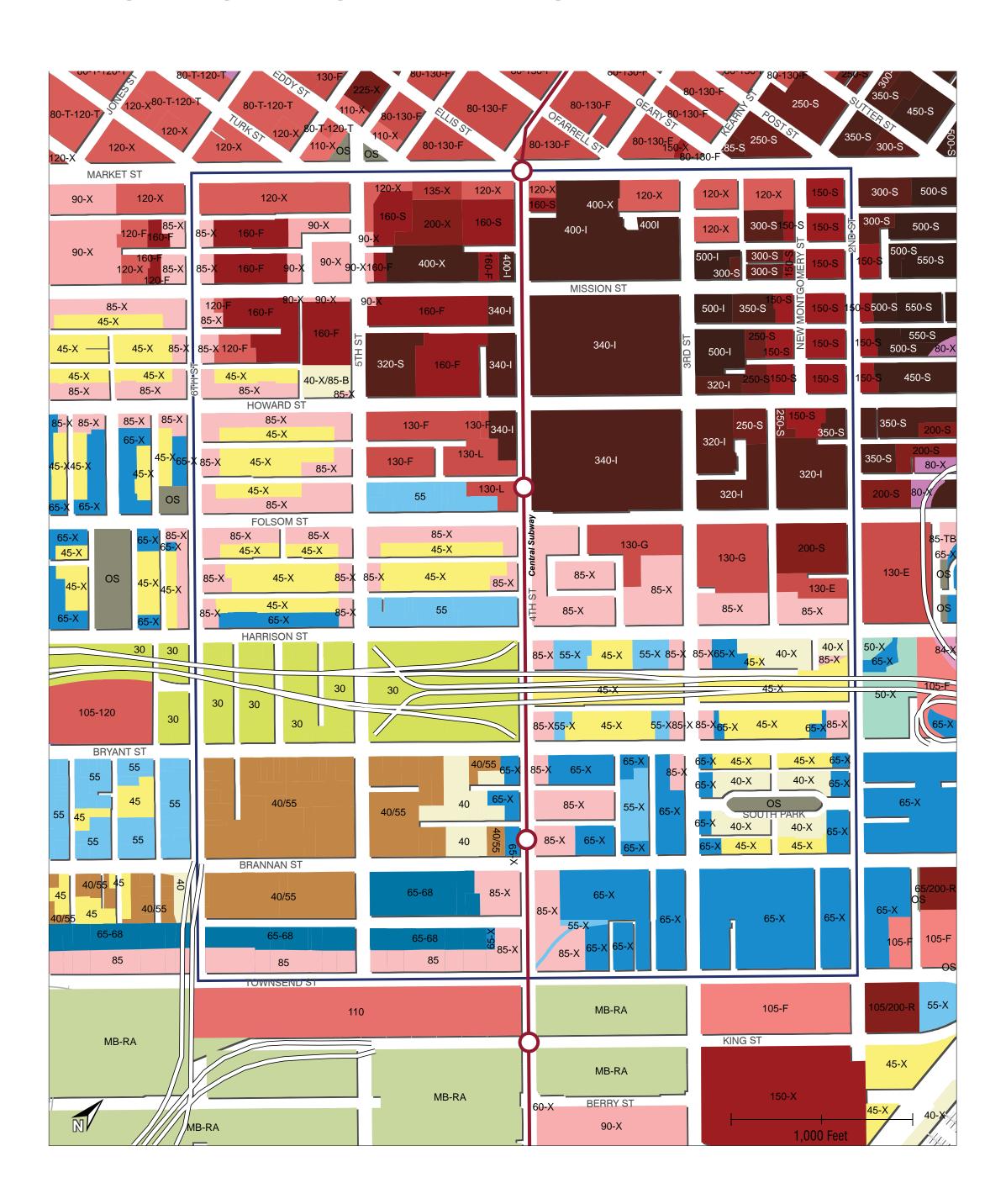
**Central Corridor Planning Project** 



- Downtown is unchanged
- Mixed Use Districts consolidated into MUO east of 5th, MUG west of 5th
- Industrial districts rezoned to MUO except along the freeway west of 4th
- South SoMa SUD requires commercial (not exclusively) in new construction on large parcels (over 20,000 sf)
- SoMa Entertainment SUD allows entertainment as-of-right

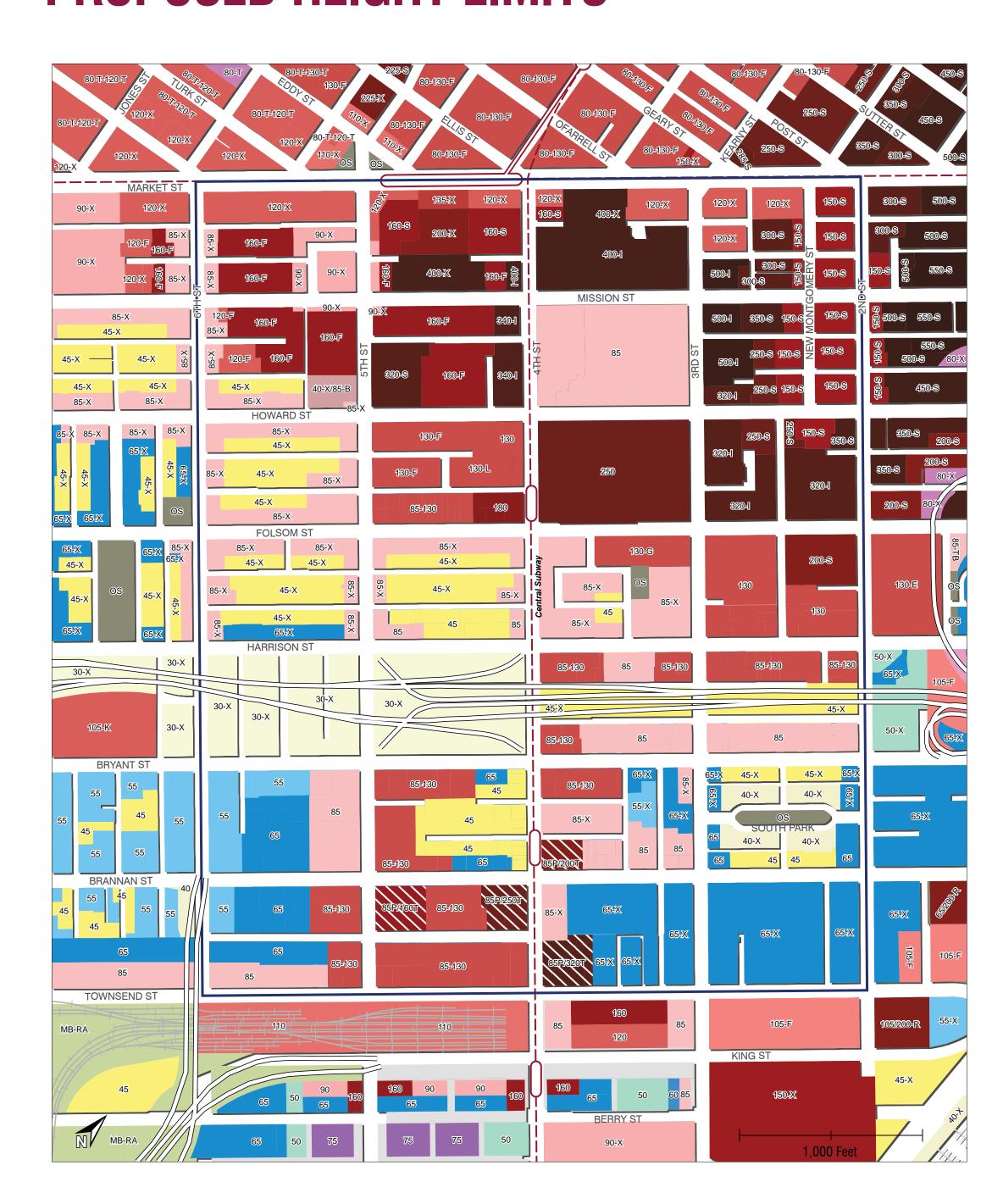
# URBAN FORM: HEIGHT LIMITS

# **EXISTING HEIGHT LIMITS**

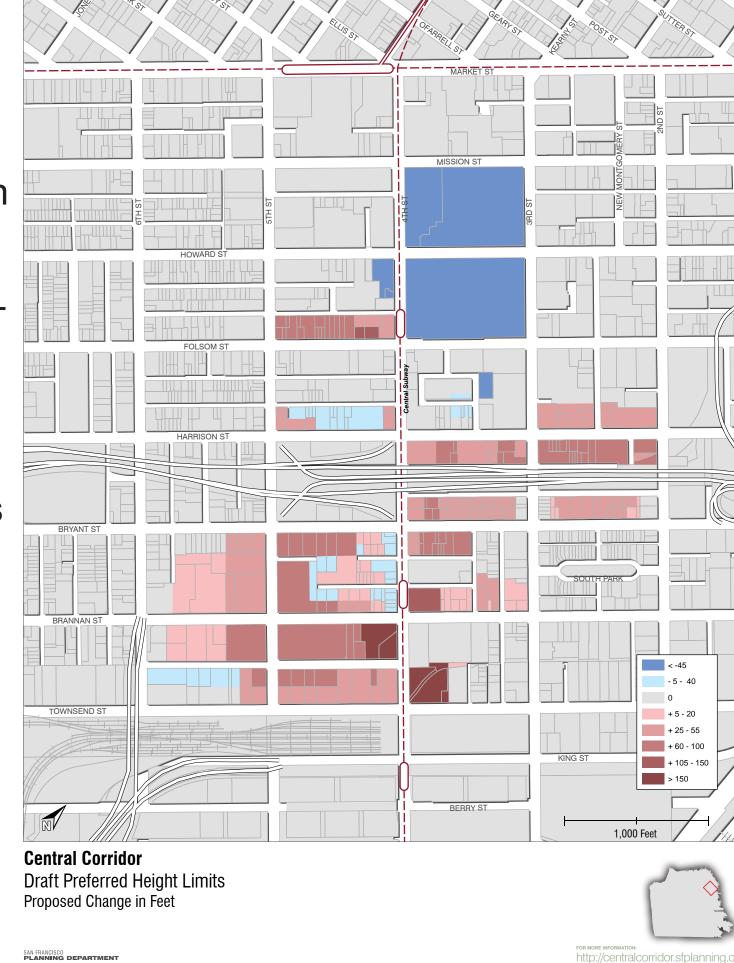


Assumes Western SoMa Plan adopted as proposed

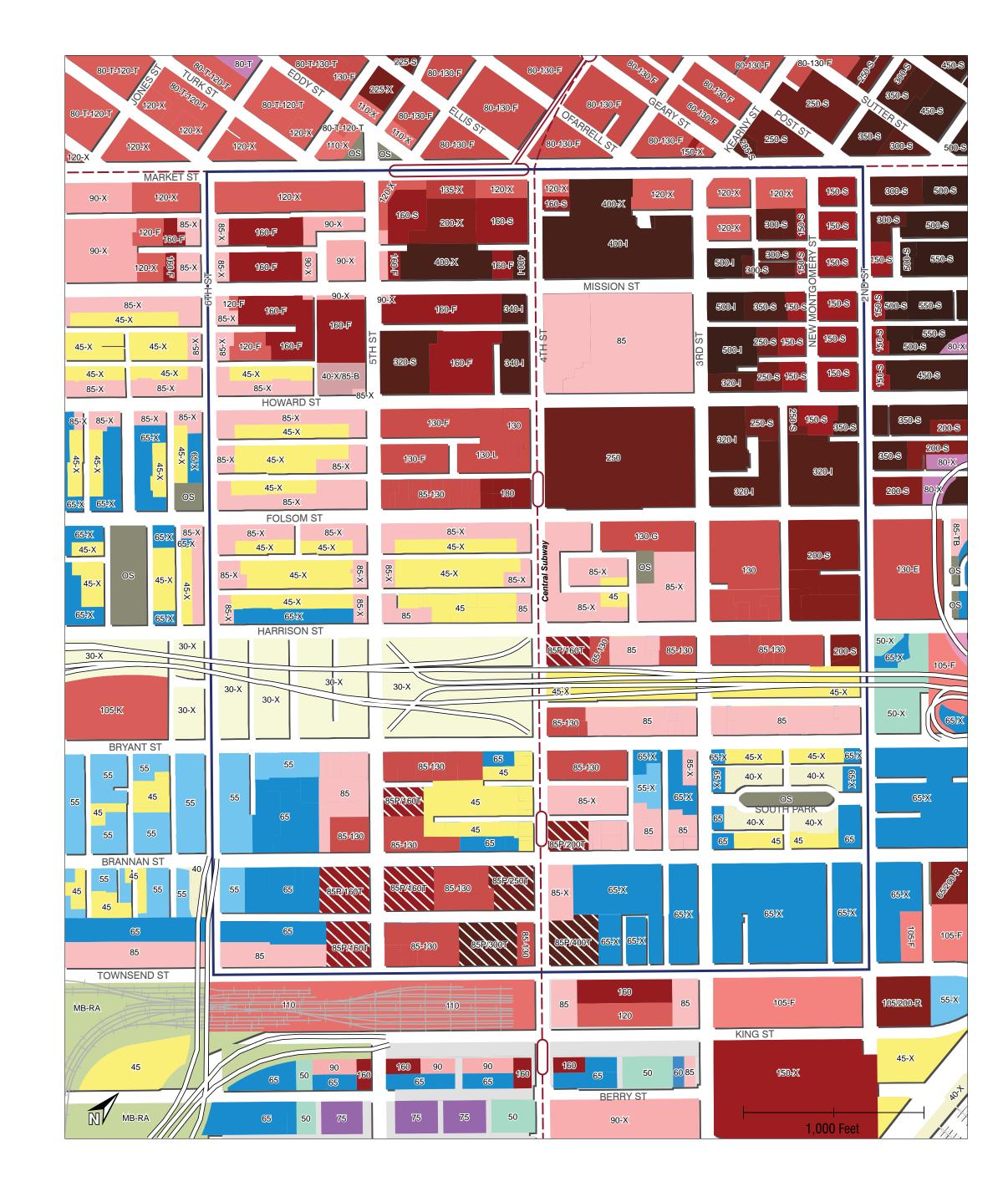
# PROPOSED HEIGHT LIMITS



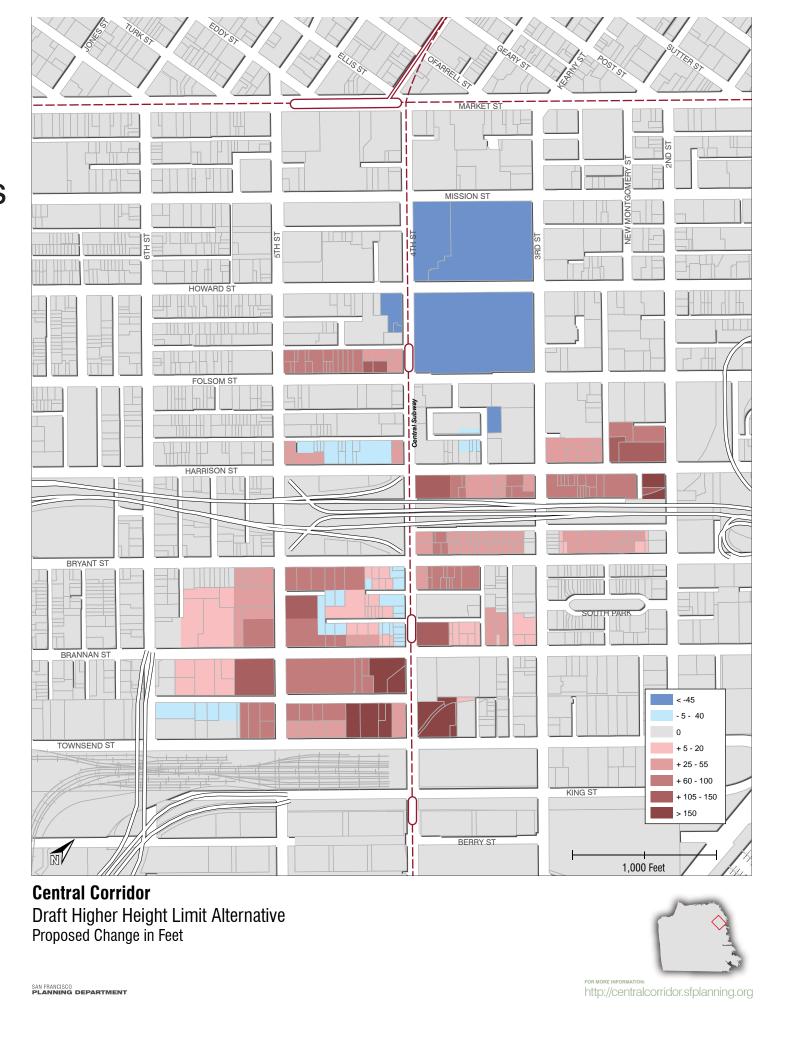
- Major street frontages at 65'-85' base
- Sculpting along alleys and near open spaces
- Large-floorplate midrise buildings up to 130' in key growth areas
- 180' 320' emphasis at stations, particularly at 4th/
   Brannan and 4th/
   Townsend



# HIGHER HEIGHT LIMIT ALTERNATIVE



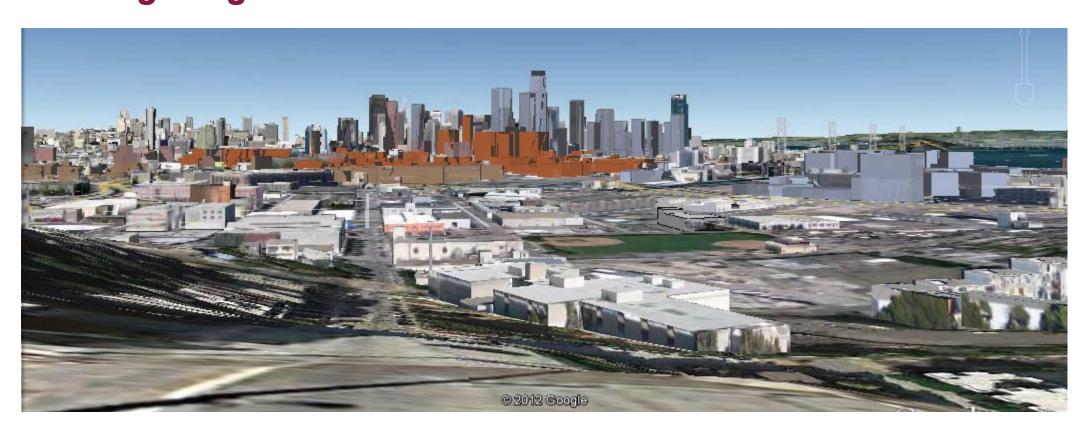
- Greater height at southern end of corridor
- 180' 400' emphasis at stations
- Allows for 160' on large parcels along 4th and 5th Streets
- Extends 200' district on 2nd Street southward to freeway



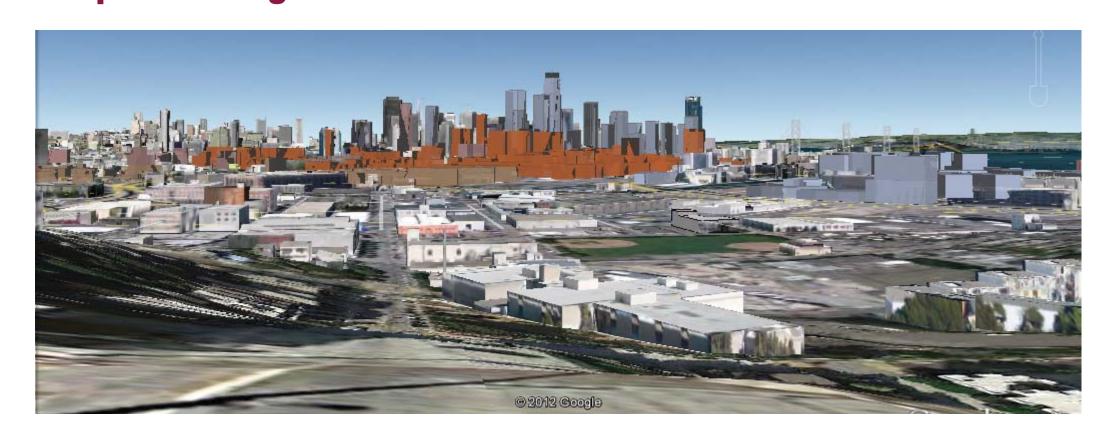
# URBAN FORM: DIGITAL MODEL

# VIEW FROM POTRERO HILL (20TH/DE HARO)

### **Existing Height Limits**



### **Proposed Height Limits**



### **Higher Height Limit Alternative**



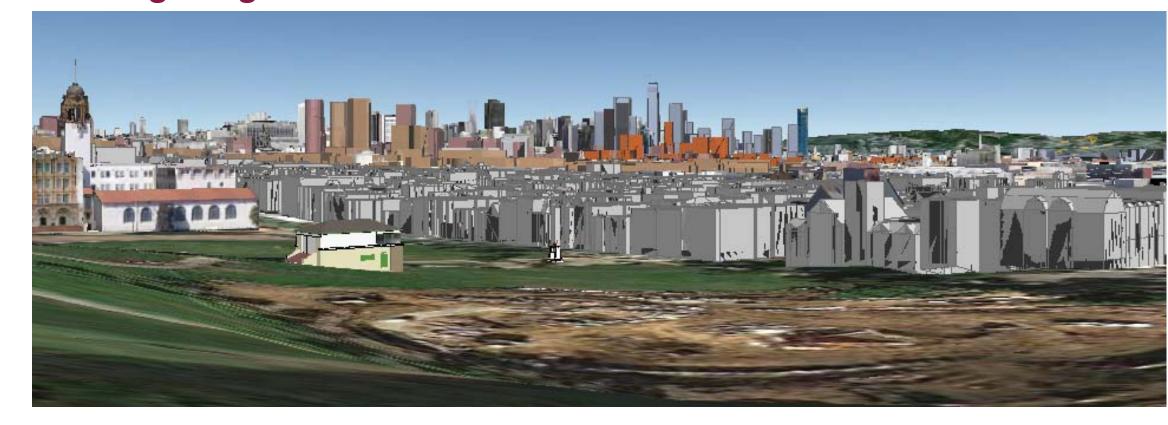
Background (non-Central Corridor) buildings based on existing zoning or approved projects

(brown and blue)

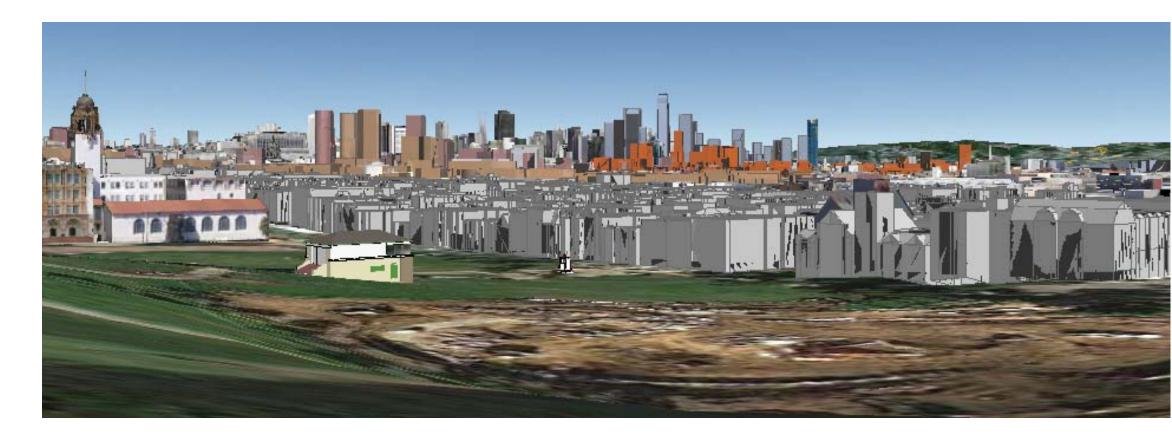
Central Corridor Plan Area new buildings (orange)

# VIEW FROM DOLORES PARK

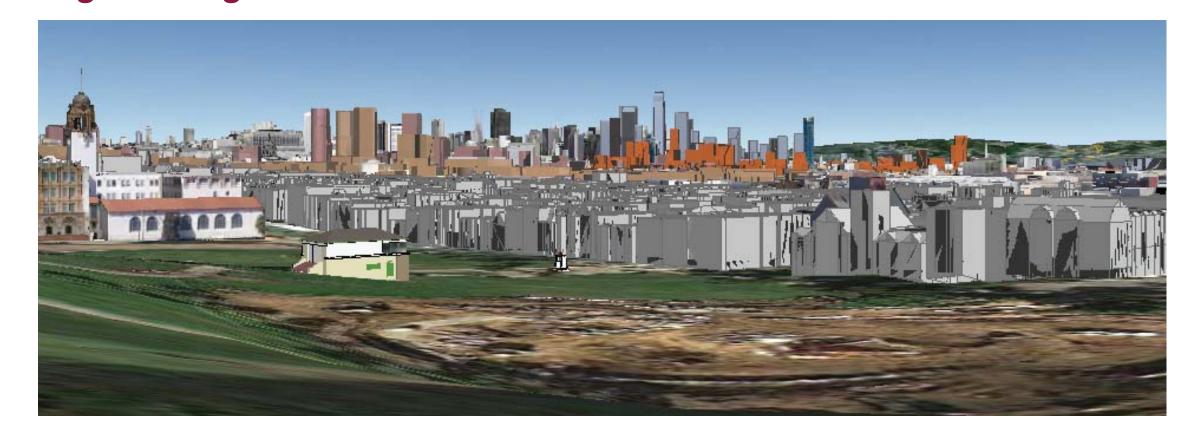
## **Existing Height Limits**



## **Proposed Height Limits**



### **Higher Height Limit Alternative**



# VIEW FROM CORONA HEIGHTS

## **Existing Height Limits**



## **Proposed Height Limits**



### **Higher Height Limit Alternative**



# URBAN FORM: DIGITAL MODEL

# VIEW FROM 2ND ST/SOUTH PARK

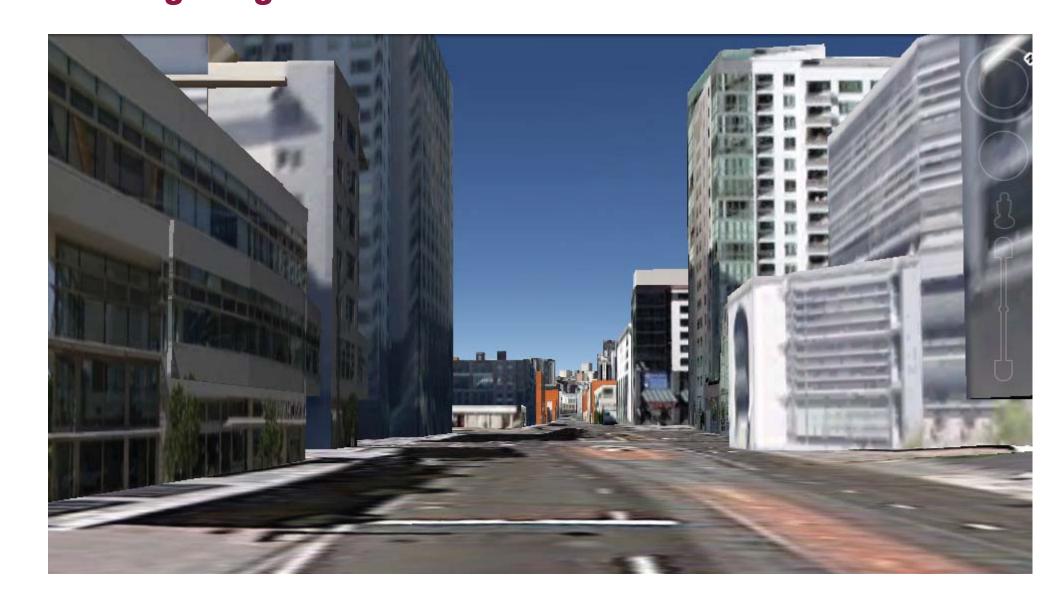
(looking north)

## **Existing Height Limits**



## VIEW FROM 4TH/MISSION CREEK (looking north)

## **Existing Height Limits**



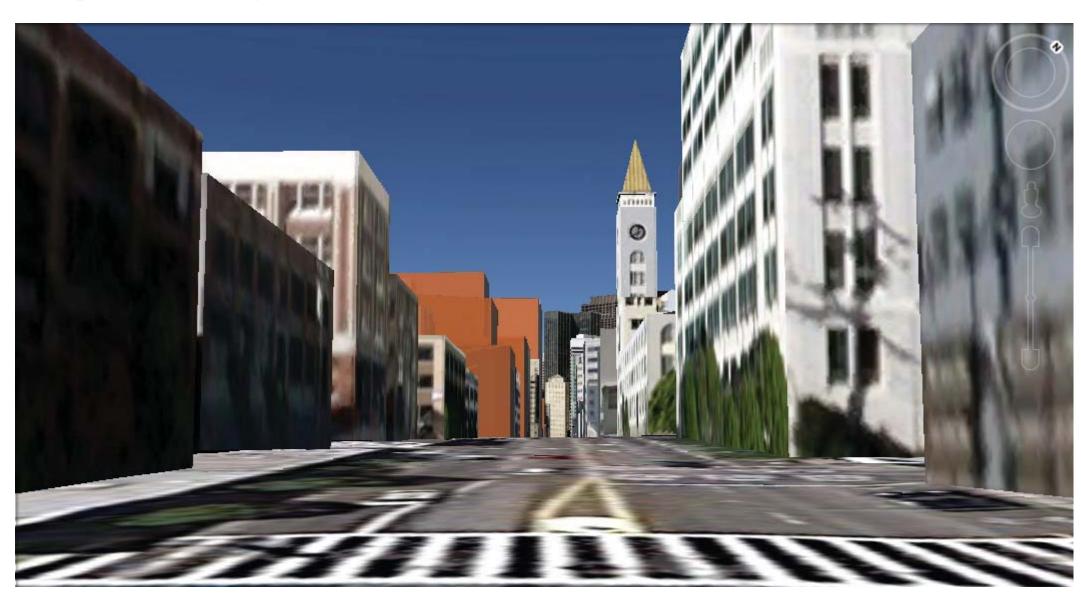
## (looking east)

**VIEW FROM 4TH/HARRISON** 

## **Existing Height Limits**



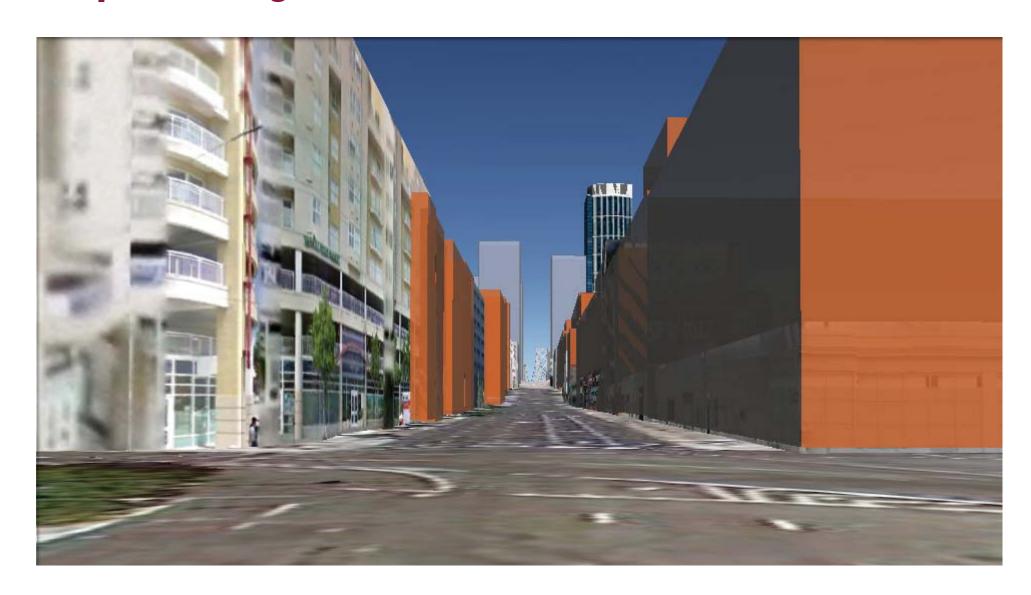
## **Proposed Height Limits**



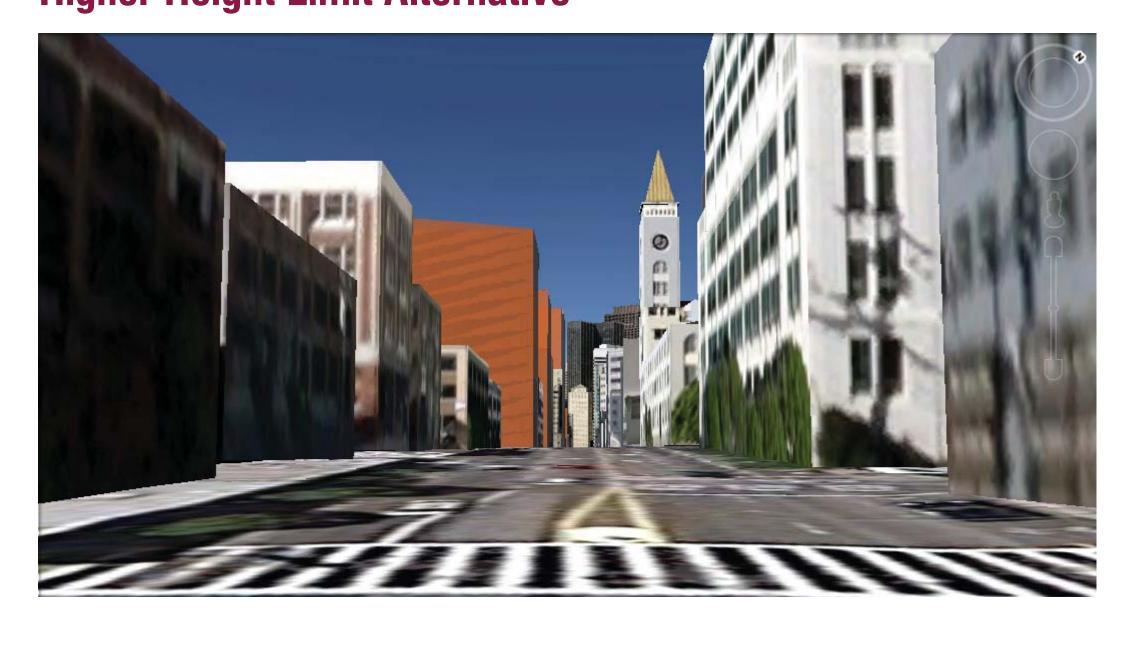
**Proposed Height Limits** 



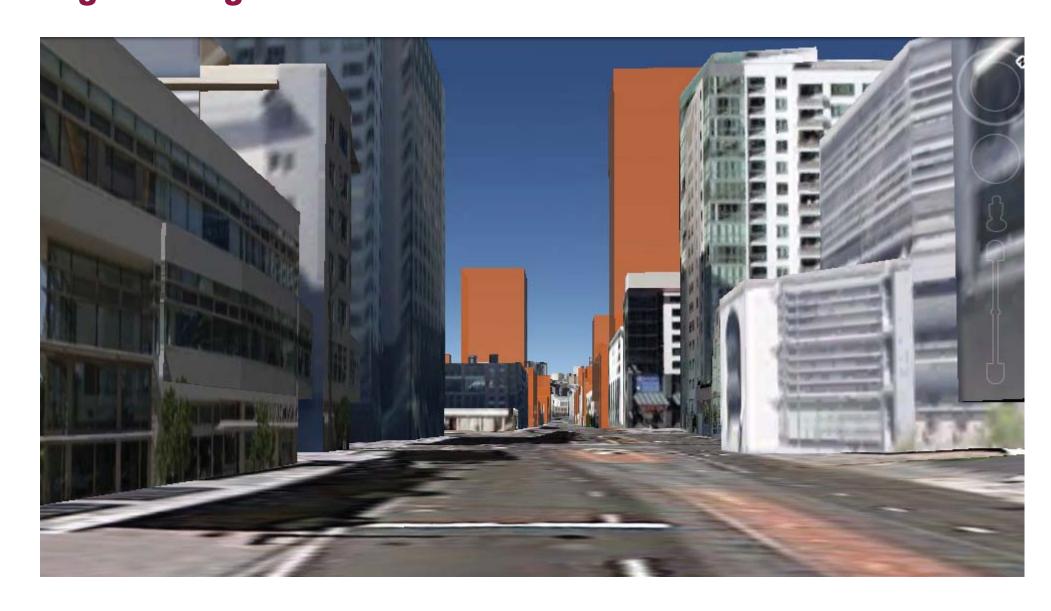
**Proposed Height Limits** 



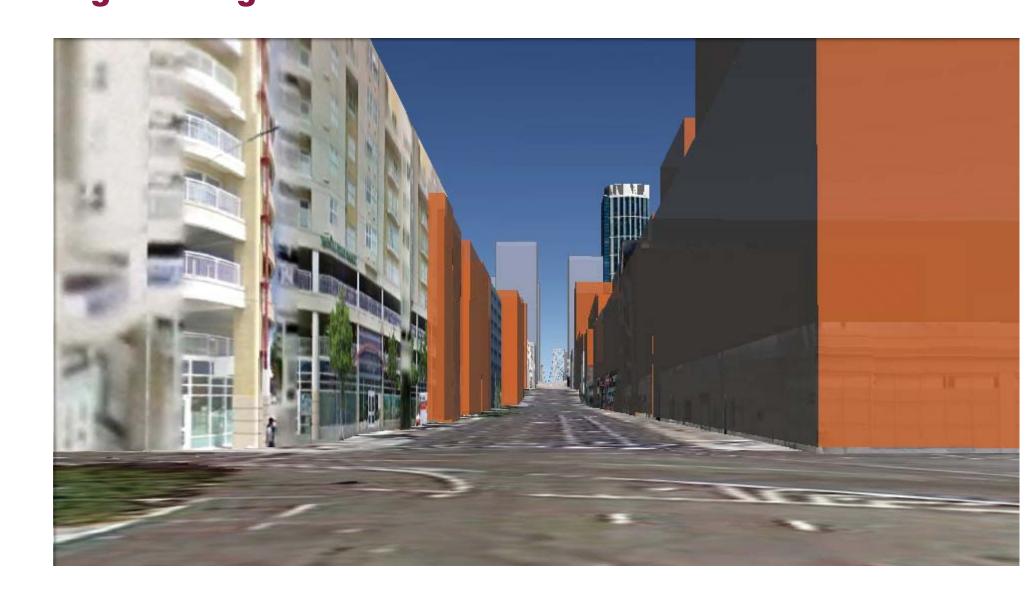
**Higher Height Limit Alternative** 



**Higher Height Limit Alternative** 



**Higher Height Limit Alternative** 



# URBAN FORM: DIGITAL MODEL

# **VIEW FROM 4TH/BRYANT**

(looking south)

## **Existing Height Limits**



## **Proposed Height Limits**



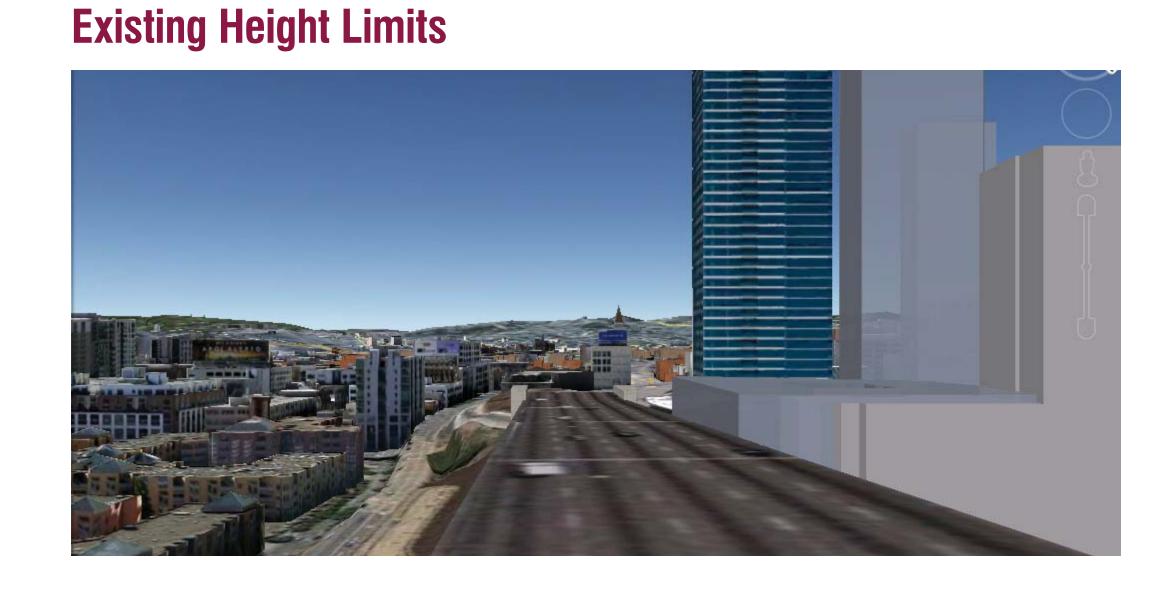
## **VIEW FROM 6TH/BRANNAN** (looking east)

## **Existing Height Limits**



**Proposed Height Limits** 





VIEW FROM BAY BRIDGE/I-80

**Proposed Height Limits** 

(looking west)



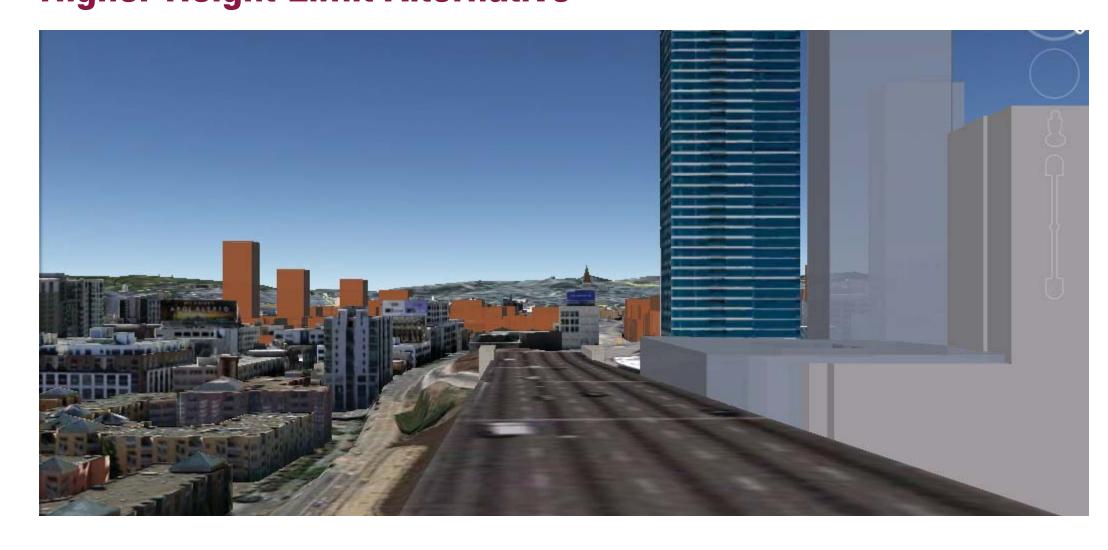
**Higher Height Limit Alternative** 



**Higher Height Limit Alternative** 

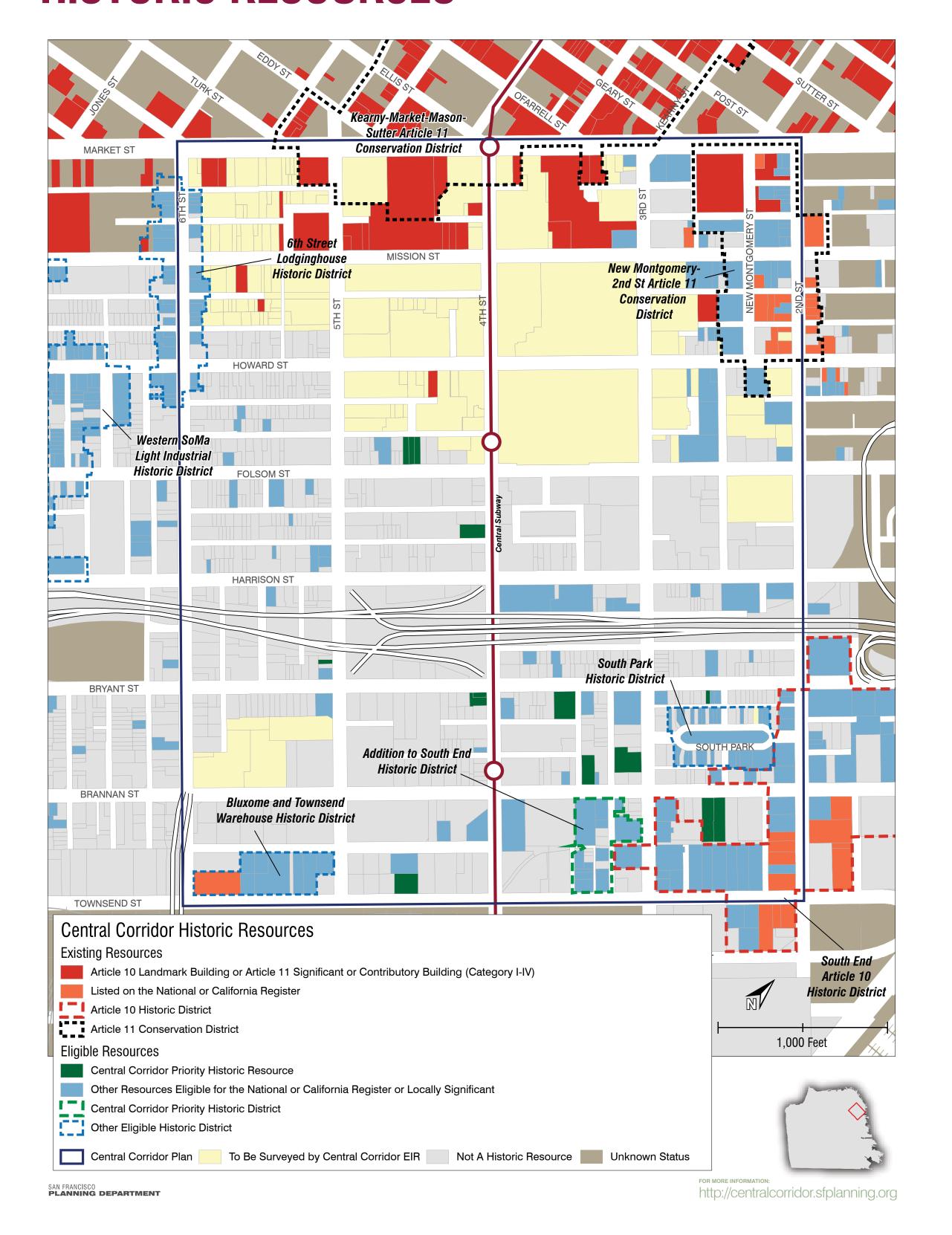


**Higher Height Limit Alternative** 



# URBAN FORM: SOMA FABRIC & QUALITY OF PLACE

# HISTORIC RESOURCES



- Draft Priority Resources identified based on SoMa Survey
- Some areas still need to be surveyed
- Proposed expansion of the South End Historic District
- Expand Transferrable Development Rights Program to Central Corridor:
- Enable resources to sell to Central Corridor and beyond
- Require large new development to purchase from Central Corridor and possibly Western SoMa and C-3
- Encourage retention of all resources through TDR, design guidelines for additions, lot consolidation controls

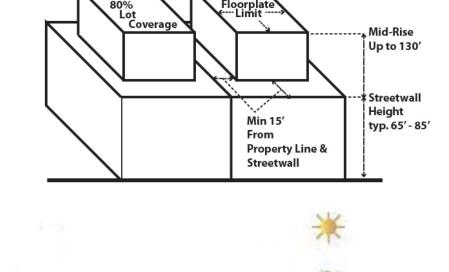
# **BUILDING SCALE AND MASSING**

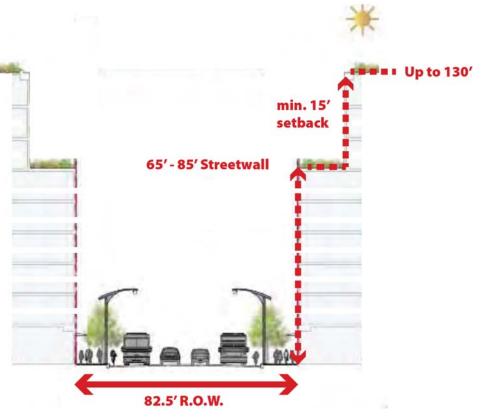
#### **Bulk Controls, Mass Reduction and Setbacks**

- A comfortable pedestrian scale is established by a building "streetwall" where buildings are approximately the same height as the width of the street. Streets in SoMa are 82.5' wide.
- Only large sites that can feature upper story setbacks would be allowed to rise above streetwall height of 65' - 85'.
- Floors above the streetwall must be set back at least 15'.
- This would accommodate large floorplate mid-rise buildings characteristic of SoMa and desirable by commercial tenants, but reduces building bulk from public realm and prevents large exapnses of blank sidewalls along property lines.



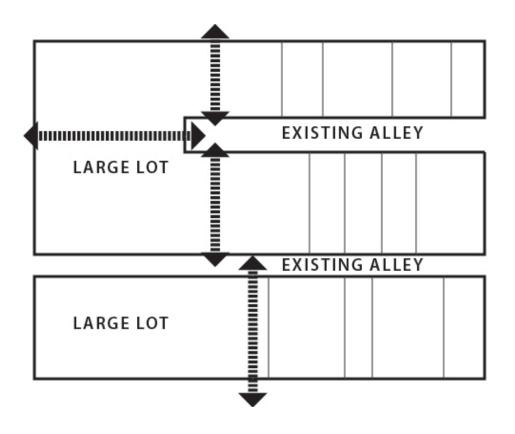






### Mid-Block Alley Requirements for Large Lots

- Planning Code Section 270.2 requires new publicly-accessible mid-block for new development on lots with >200' frontage
- New alleys must be >20' wide and provide pedestrian access. May also, but not required to, provide vehicular access.
- Must be ungated and publicly accessible 24/7, and feature appropriate lighting, landscaping,pedestrian amenities.
- Should extend or connect to existing alleys



### **Central Corridor Design Standards** (Fall 2012):

This document will detail the above design standards and others, including:

(a) Design Guidelines for Key Sites. High-level design guidelines for provision of open space, new public ways, circulation, massing and orientation of uses will developed for Important sites located adjacent to existing or planned transit stations and public spaces, key corners, and certain large or complex sites.

(b) Additions to Existing Buildings. These guildelines will intend to promote both architectural creativity and sensitivity to the existing fabric, and would pertain to additions to both priority historic resources as well as older buildings of lesser historic status.

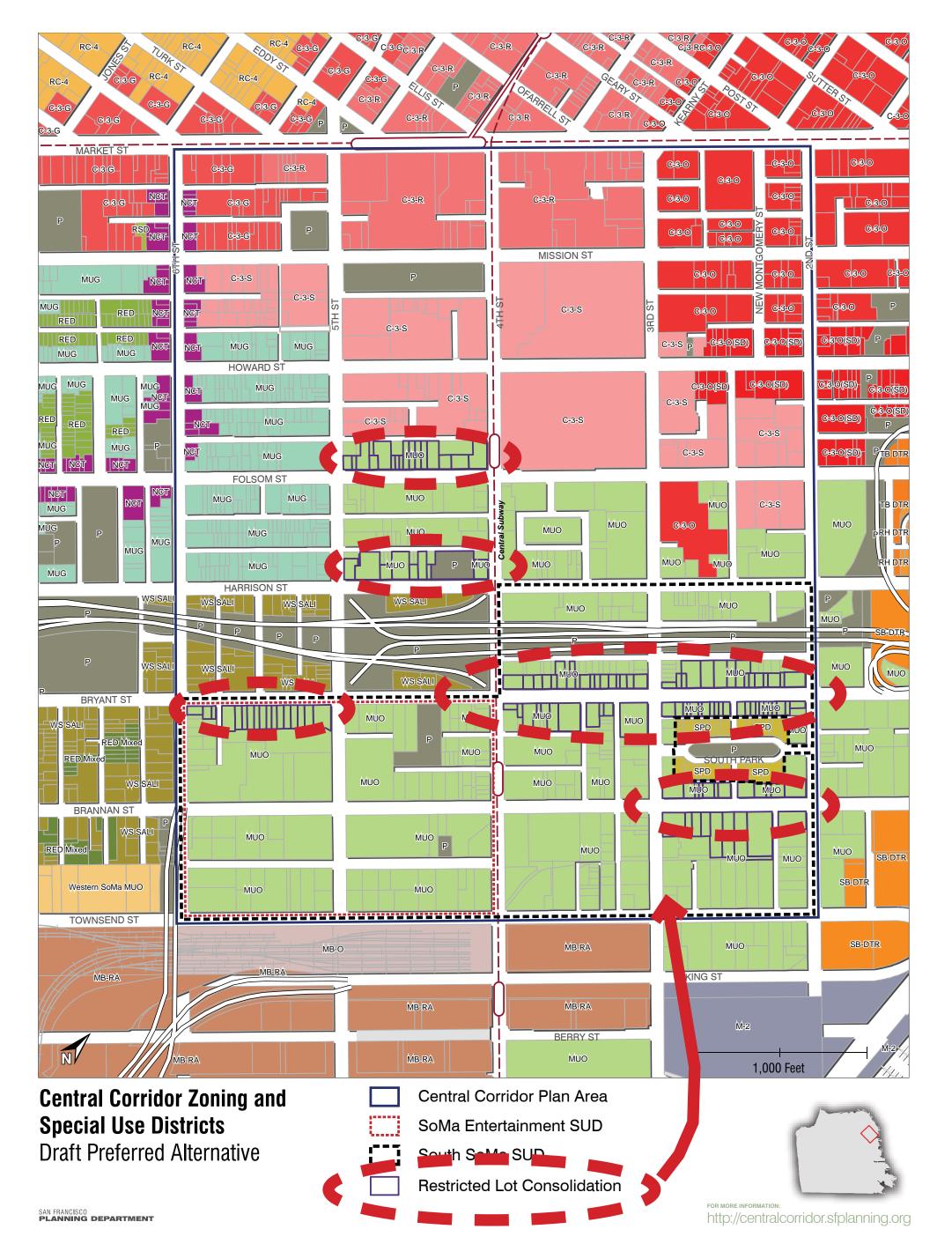
(c) Design Controls (Bulk, Setbacks, FAR, Performance Standards). The document will provide a comprehensive set of proposed standards for new development, such as shown above. Many of these controls will subsequently be codified in the Planning Code as part of Plan adoption.

## LOT FABRIC AND BUILDING SIZE DIVERSITY

#### **Small Lot Consolidation Controls**

- SoMa is characterized by a diverse mixture of small and large lots.
   Some areas have a desirable concentration of small lots that maximize diversity.
- The Plan proposes a Conditional
  Use requirement to discourage
  consolidation of multiple small
  lots in certain areas currently
  characterized by fabric of small lots.

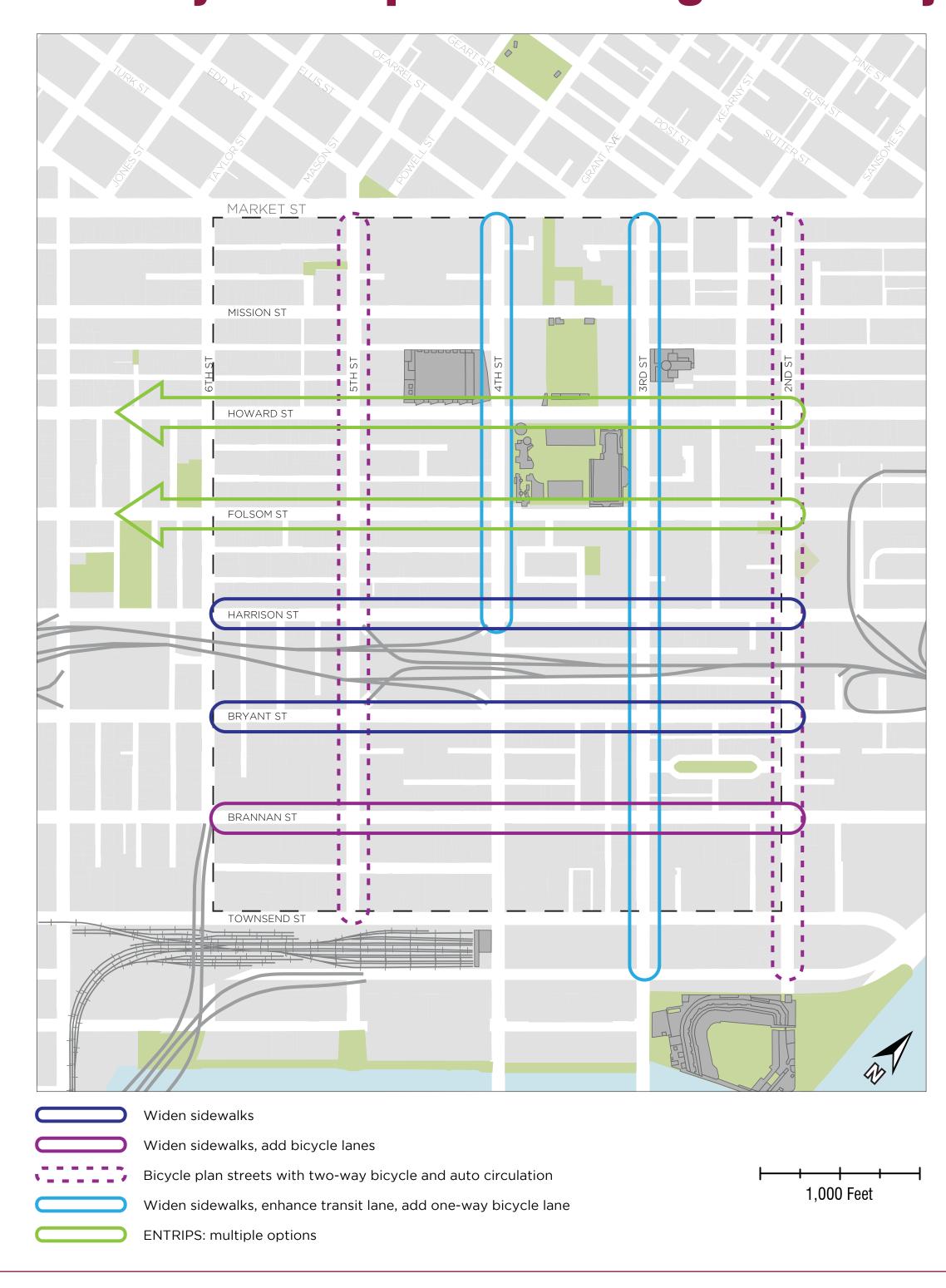




# STREETS & CIRCULATION

The Central Corridor Plan proposes a streets and circulation network that supports the area's growth as a walkable, bikeable, and transit-oriented neighborhood.

# Summary of Proposed Changes to Major Streets



#### **Harrison and Bryant Streets**

- Existing conditions: One way, 5 travel lanes, curb-side parking, 8' sidewalks.
- Widen sidewalks. On-street parking will be need to be reduced/ removed in order to bring sidewalks up to Better Streets Plan standards.
- The San Francisco County Transportation Authority is studying the role of Harrison and Bryant streets in the larger city-wide context.

#### 3rd and 4th Streets

- Existing conditions: One-way, 4-5 travel lanes, transit-only lane on most blocks, some curb-side parking, 10'-15' sidewalks.
- Reduce number of travel lanes to three
- Extend and improve transit-only lanes
- Widen sidewalks
- Add cycle track
- On-street parking will be needed to be reduced/removed

#### 2nd and 5th: Bicycle plan streets

- Existing conditions: Two-way, 2 travel lanes in each direction, curb-side parking, 10'-15' sidewalks.
- 2nd Street redesign is underway
- Opportunity to implement Better Streets Plan and other city policies when 5th Street bicycle improvements are designed

#### **Folsom and Howard Streets**

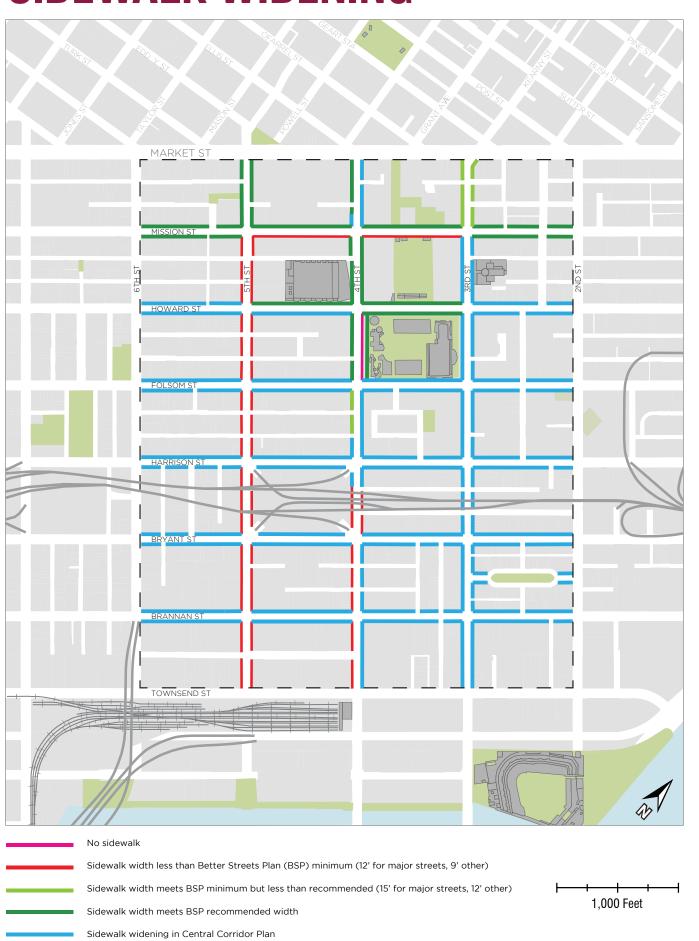
- Existing conditions: One way, 4 travel lanes, curb-side parking, 10'-15' sidewalks
- Option A: Both streets remain one-way
- Reduce travel lanes to two on each street
- Widen sidewalks
- Improve existing bicycle lanes
- Add transit amenities
- Option B: Both streets revert to two-way
- Folsom Street: One lane each direction, widen sidewalks, add transit amenities, bicycle lanes or cycle tracks in both directions
- Howard Street: Two lanes each direction, no transit or bicycle facilities

#### **Brannan Street**

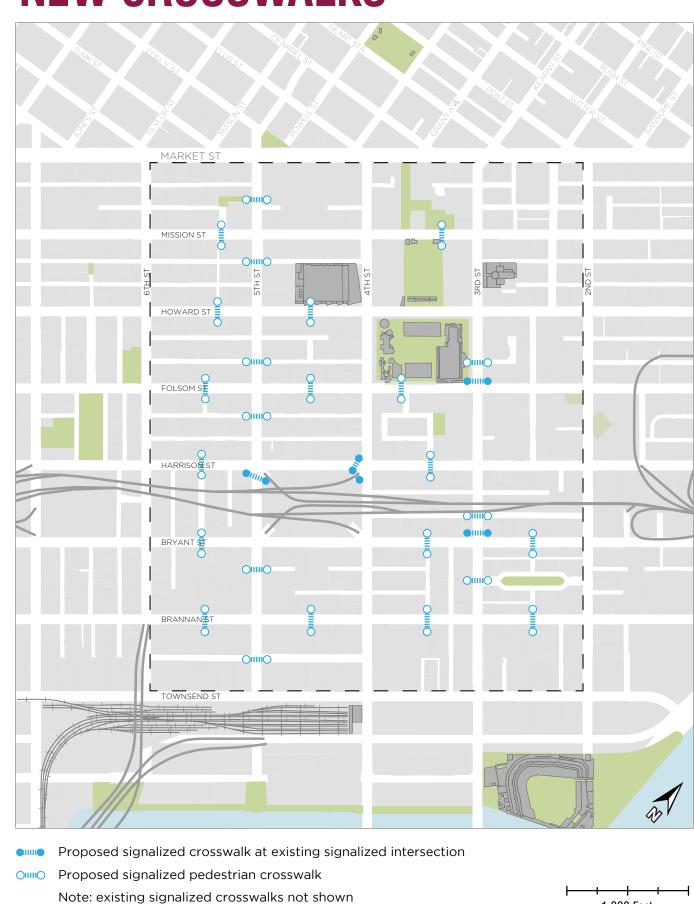
1,000 Feet

- Existing conditions: Two-way, 2 travel lanes in each direction, curb-side parking, 10' sidewalks.
- Remove one travel lane in each direction, but add turn pockets where needed
- Bring sidewalks up to Better Streets Plan standards
- Add parking-protected bicycle lanes/cycle tracks

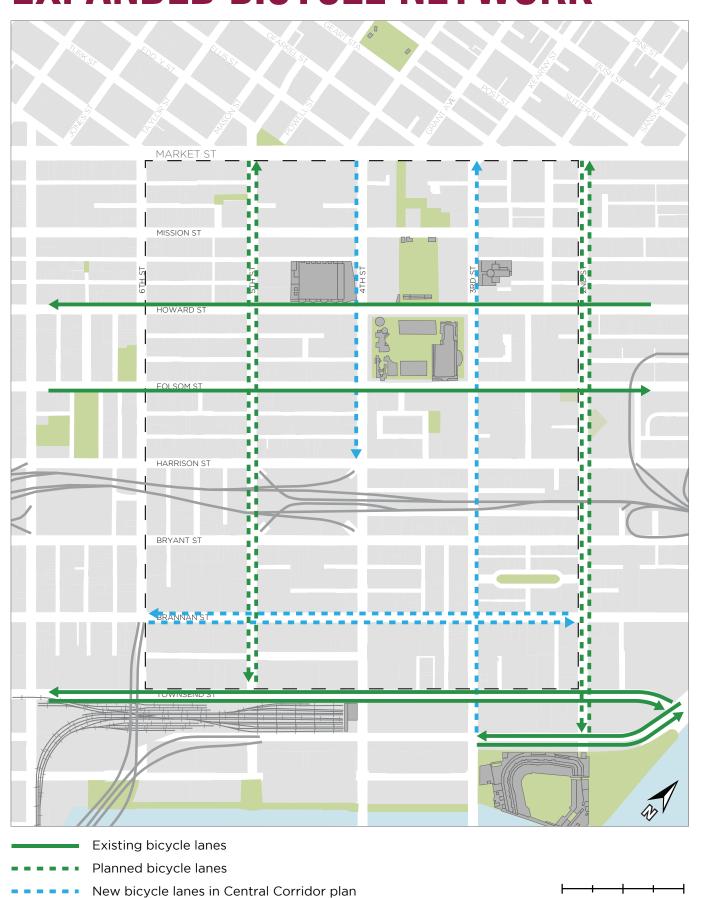
#### SIDEWALK WIDENING



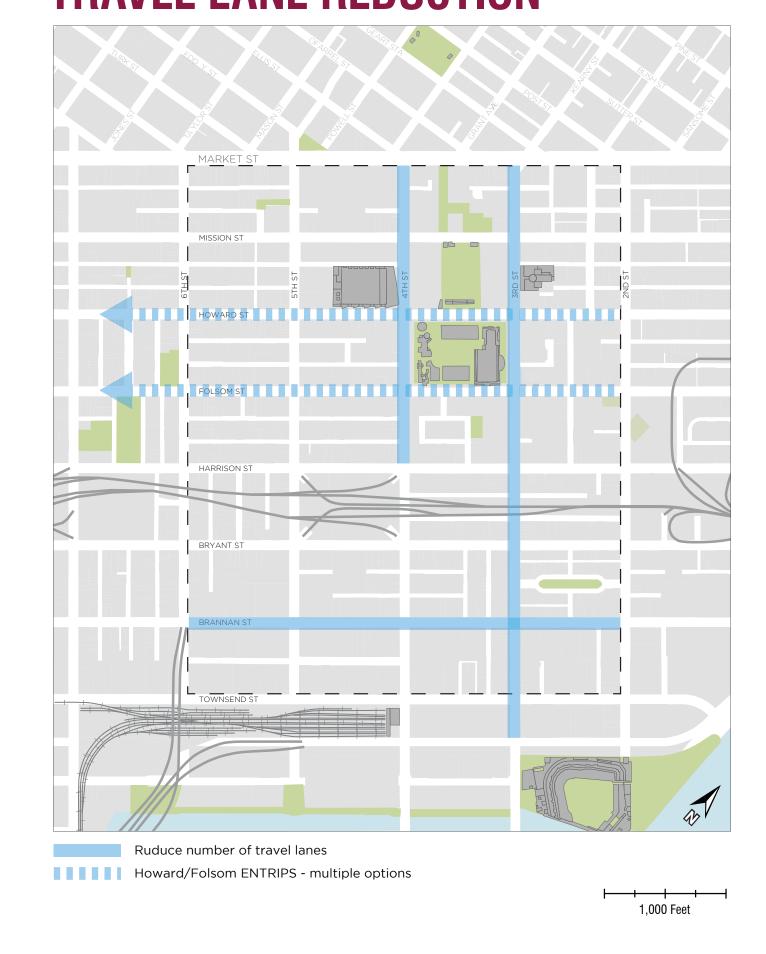
#### **NEW CROSSWALKS**



#### **EXPANDED BICYCLE NETWORK**



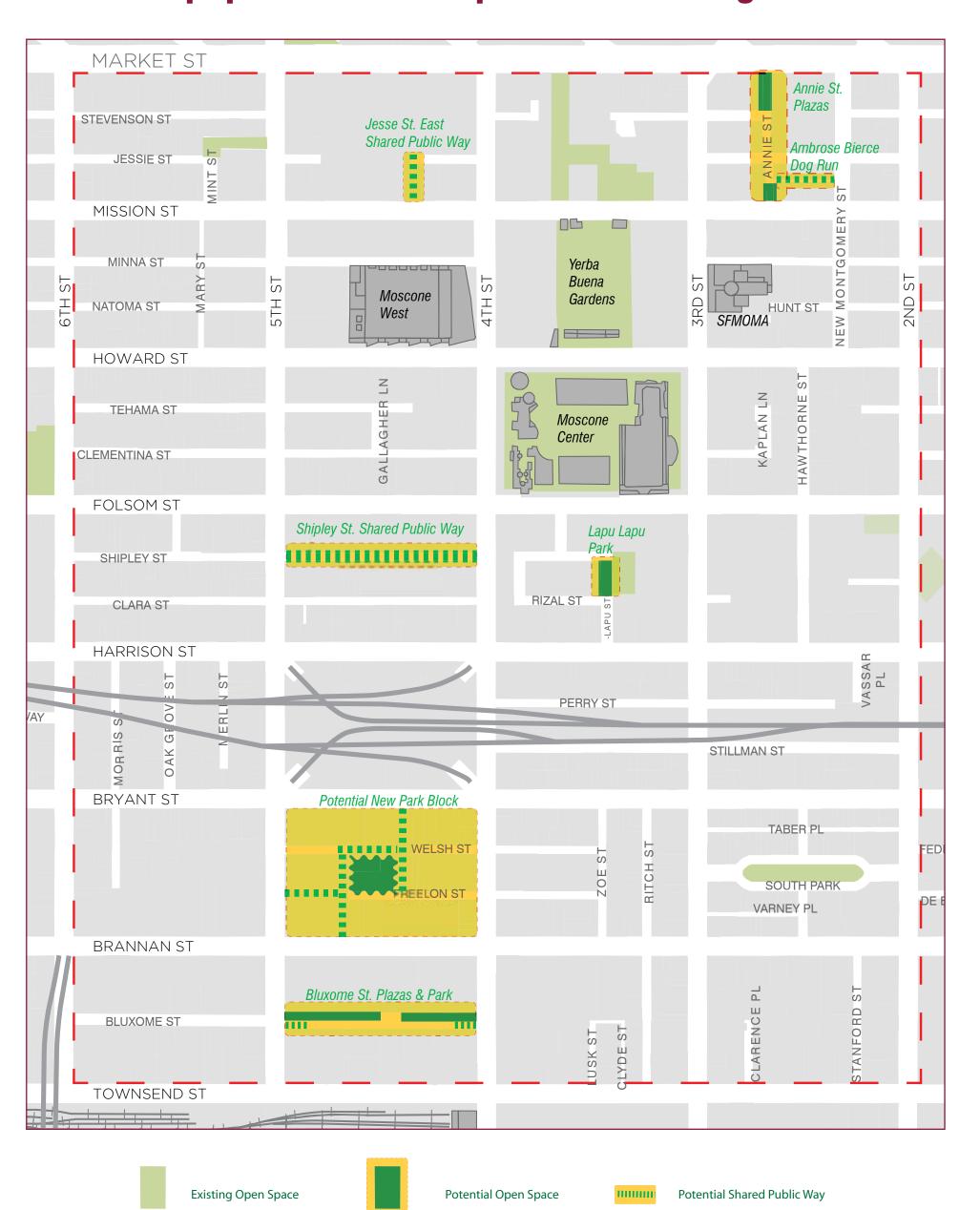
## TRAVEL LANE REDUCTION



1,000 Feet

# OPEN SPACE

New open space is proposed throughout the plan area to better serve existing residents and workers, as well as future populations anticipated with new growth.

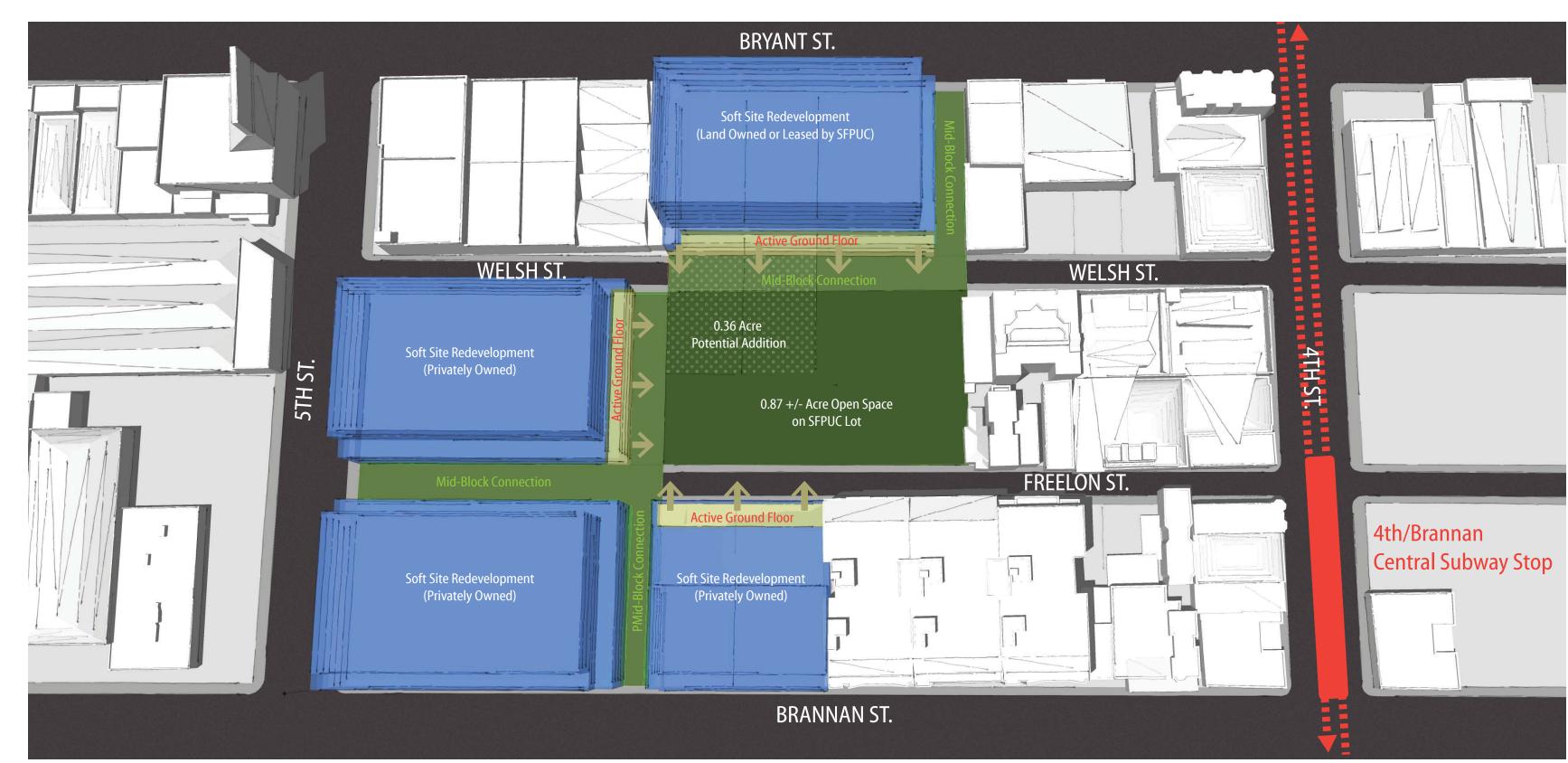


# BRANNAN/BRYANT PARK BLOCK

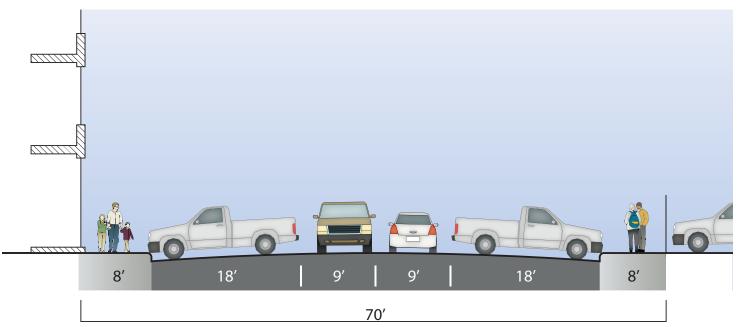
- Located in open space deficient portion of study area identified in previous planning efforts
- 1.38 acre lot owned by San Francisco Public Utilities Commission (SFPUC).
- Early discussions to use portion of lot between Welsh and Freelon Streets as open space.
- Block features many large soft-sites; potential to line the park with active new building frontages.
- Potential to create multiple mid-block connections.

# **BLUXOME ST. PLAZAS & PARK**

- Proposal to create 0.4 +/- acre linear park with parallel parking on alternating sides of street.
- Shared-street plazas at 4th and 5th Streets
- Open space could be used for sidewalk pocket parks with neighborhood serving amenities, EcoDistrict elements, urban agriculture, or other uses to be determined through future community design processes.



**Conceptual Diagram of Brannan/Bryant Park Block** 



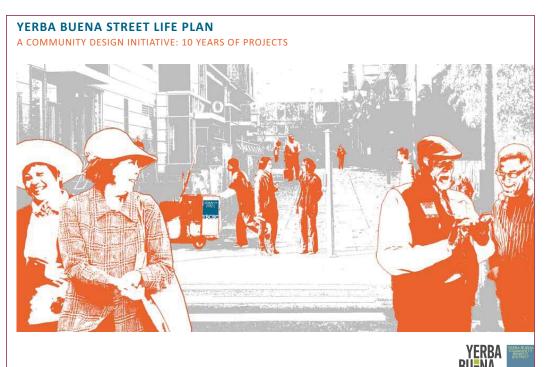
**Existing Street Section** 

**Proposed Street Section** 



Conceptual Diagram of Bluxome Street Plazas & Park

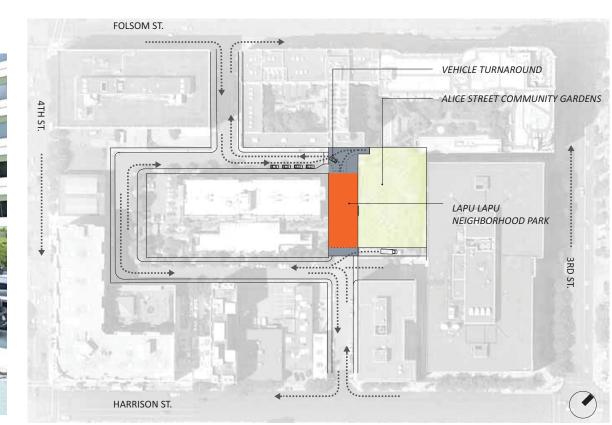
# YERBA BUENA STREET LIFE PLAN PROJECTS



For more information on these projects download the Yerba Buena Street Life Plan at: www.ybcbd.org/yerba-buena-street-life-plan

Lapu Lapu Park





The Central Corridor Plan will

realm improvement projects

proposed in the Yerba Buena

Street Life Plan and include them

include the new open space areas

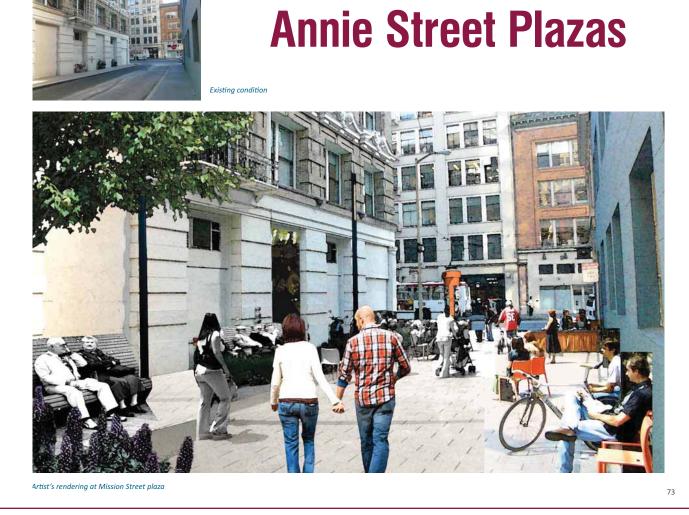
in environmental review. These

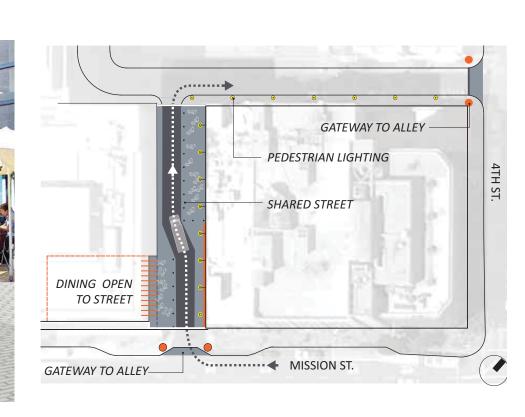
shown here.

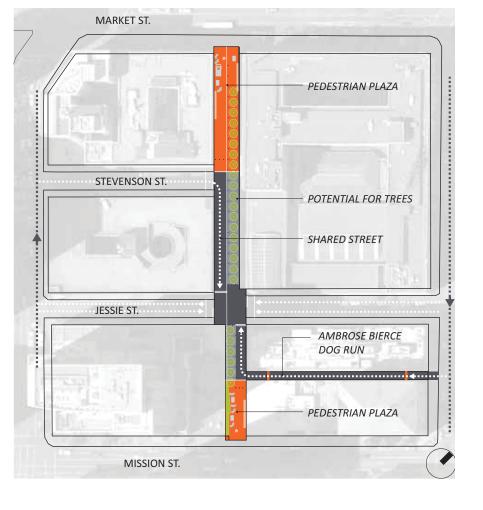
incorporate a number of public

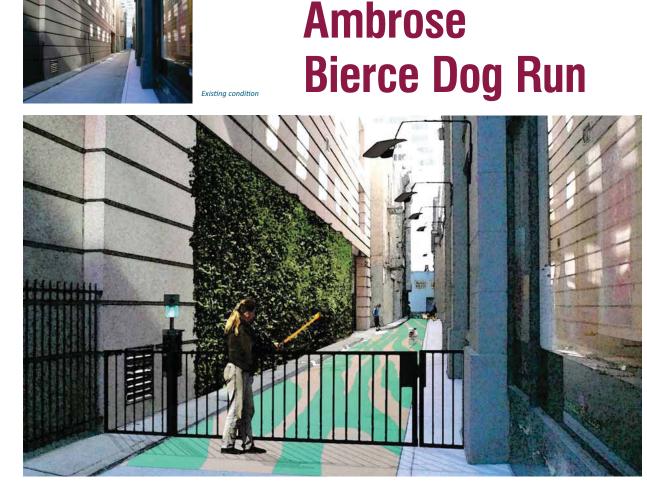


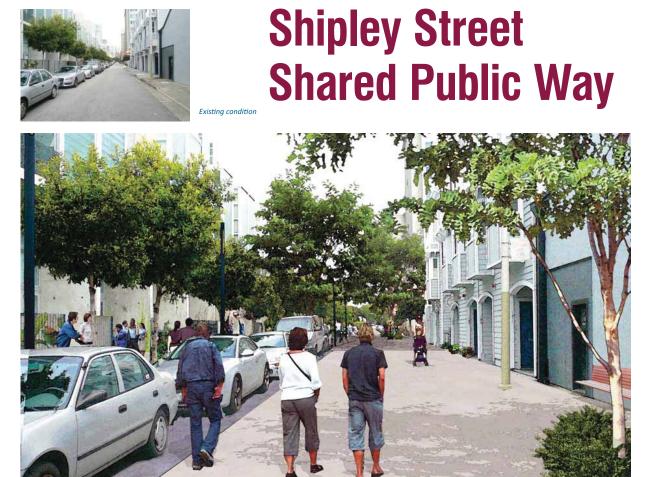


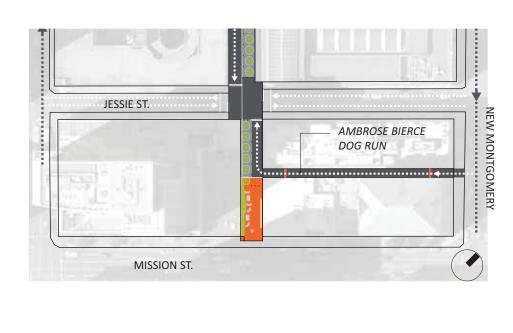


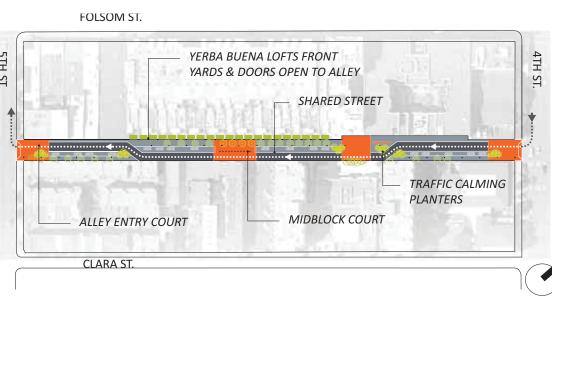








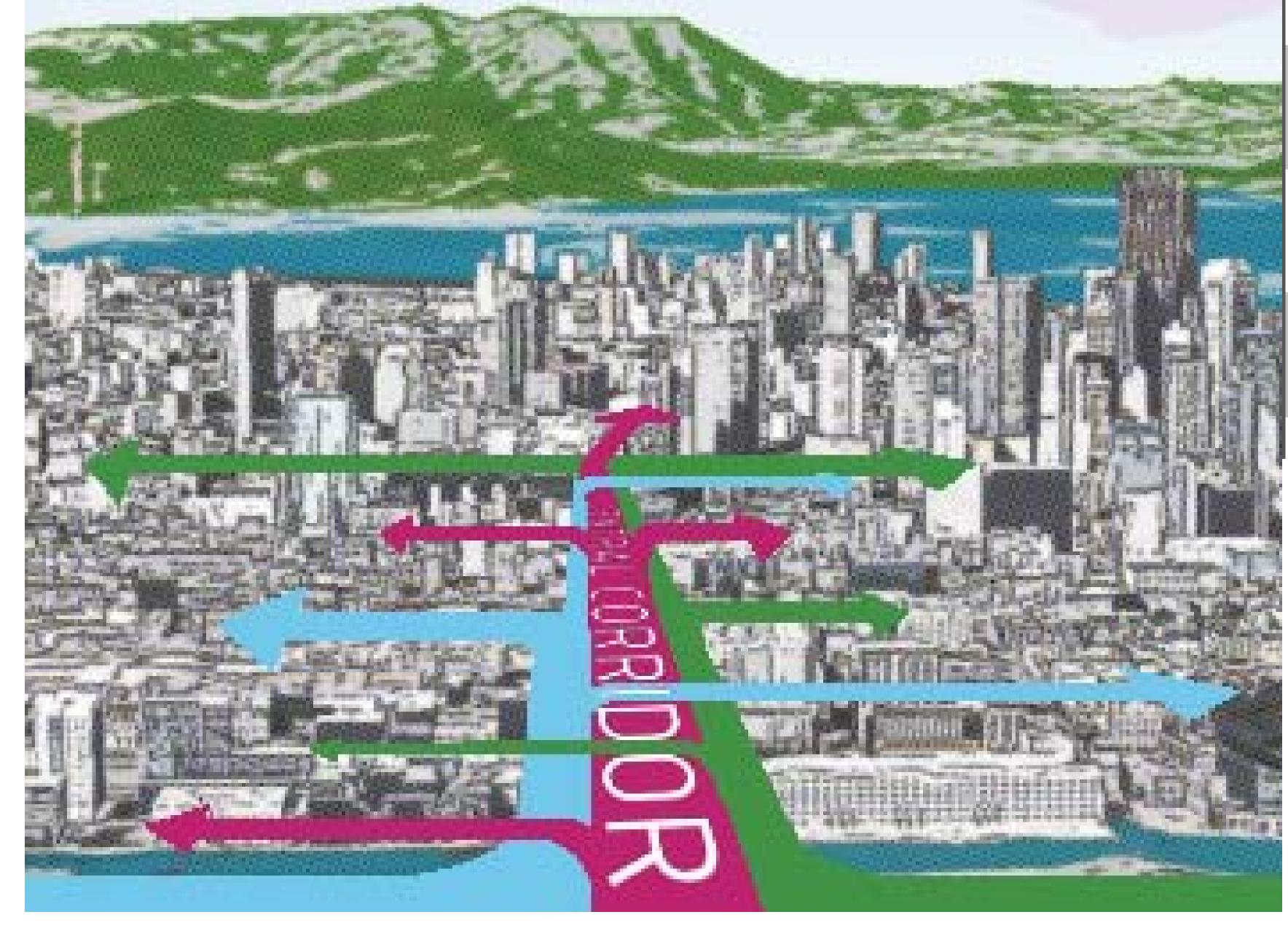




# CENTRAL CORRIDOR ECODISTRICT

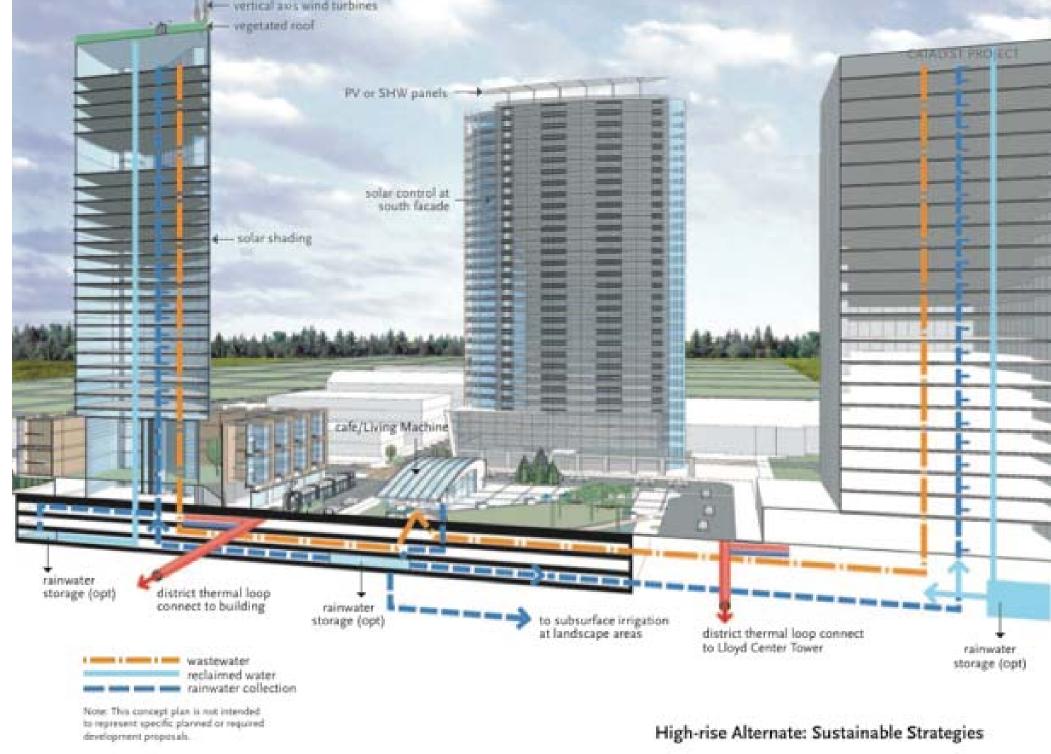
# What is an EcoDistrict?

A neighborhood committed to meeting sustainability performance goals in the areas of green buildings, smart infrastructure, and community action and behavior.



# What EcoDistrict opportunities are in the Central Corridor?

- Built Environment
  - Green Zoning
  - District-Scale systems hosting
  - Performance dashboards
- Public Realm
  - Urban Agriculture
  - Eco-Parks
  - Stormwater management
- Public Infrastructure
  - Energy, water and waste systems development
  - 'Green' transportation
  - Align project timeframes & maximize opportunity



**Image Source: Portland Development Commission** 

**EcoDistricts** require the involvement of cities, utilities, developers, neighbors, and businesses



**Image Source: Portland Sustainability Institute** 

# **EcoDistricts help implement City goals and plans:**

- SB375
- Electricity Resource Plan
- Climate Action Plan
- Green Building Ordinance

- Nonpotable water Program
- Zero Waste ordinance
- 100% Renewable Energy Plan
- Commercial Building Benchmarking Ordinance

# You're Invited to:

# **EcoDistrict Community Kick-Off**

# **August 16th. 12-1:30pm, SPUR**

As a community member, resident, property owner or developer, you are empowered through **EcoDistricts.** EcoDistricts provide an opportunity to shape the Central Corridor.

A new entity is needed to facilitate the financing, construction, and maintenance of infrastructure and the implementation of sustainable development strategies and programs.

Take the first step to implementation and join us August 16th at SPUR, 12pm to hear from:

The Portland Sustainability Institute on EcoDistrict partnerships and governance. **SWA Group - A video presentation on the Central Corridor EcoDistrict.** 

**Discussion to follow.** 

Light refreshments will be served.

Please RSVP to Kate McGee at: kate.mcgee@sfgov.org

# PUBLIC BENEFITS

# Plan Improvements

### Capital Improvements

- Open Space A new park, "green streets" and living alleys, new public paseos.
- Streetscape Improvements- "Better Streets" improvements, including lane reductions, widened sidewalks, cycle-tracks and new crossings.
- Community Facilities Child care facilities and library materials.

### Program Improvements

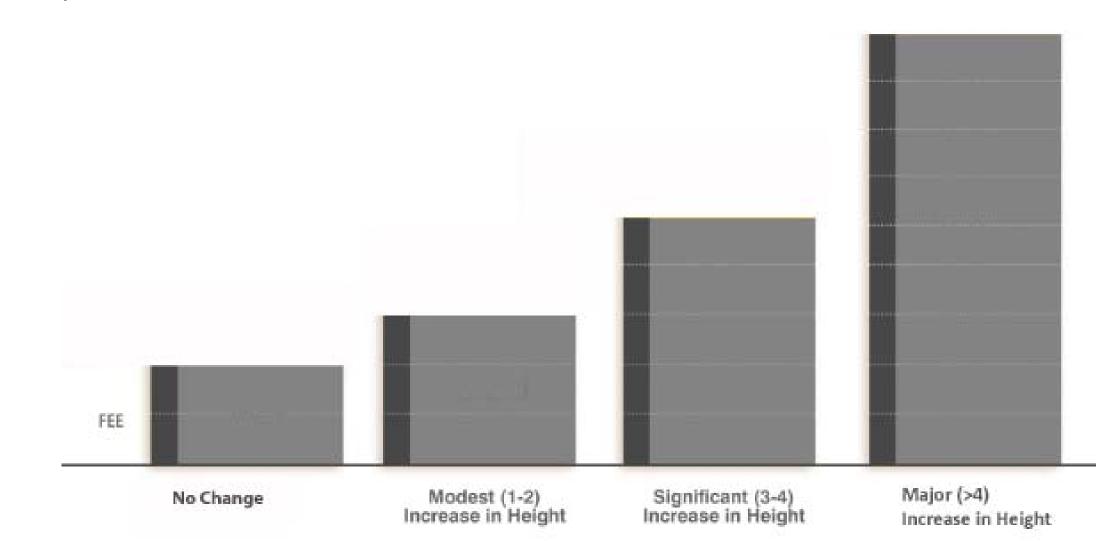
- Affordable Housing- A range to suit low to moderate income households.
- Business & Workforce Development -Assisting business location; preparing residents for new jobs in plan area.
- Historic Preservation- Retention of priority resources and character.
- Sustainability Fostering green design, innovative building technologies, and the development of district-wide water or energy systems.

# **Funding & Implementation**

	Plan Rev	venues & Req	uirements	Citywide Programs					Other Sources		
	Impact Fees	Increased Inclusionary Housing	Open Space & Streetscape Reqs.	Inclusionary Housing	Jobs/Housing Linkage	Transfer of Development Rights	Job Training	Business Assistance	Plan Incentives	Developer Agreements	Grants
Public Health & Street Improvements											
Historic Preservation											
Community Facilities											
Business & Workforce Development											
Affordable Housing											
Sustainability											

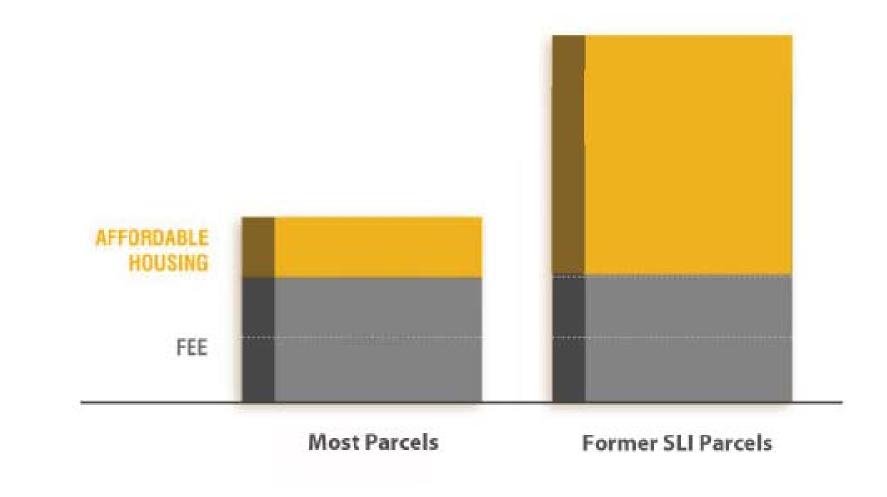
### Impact Fees

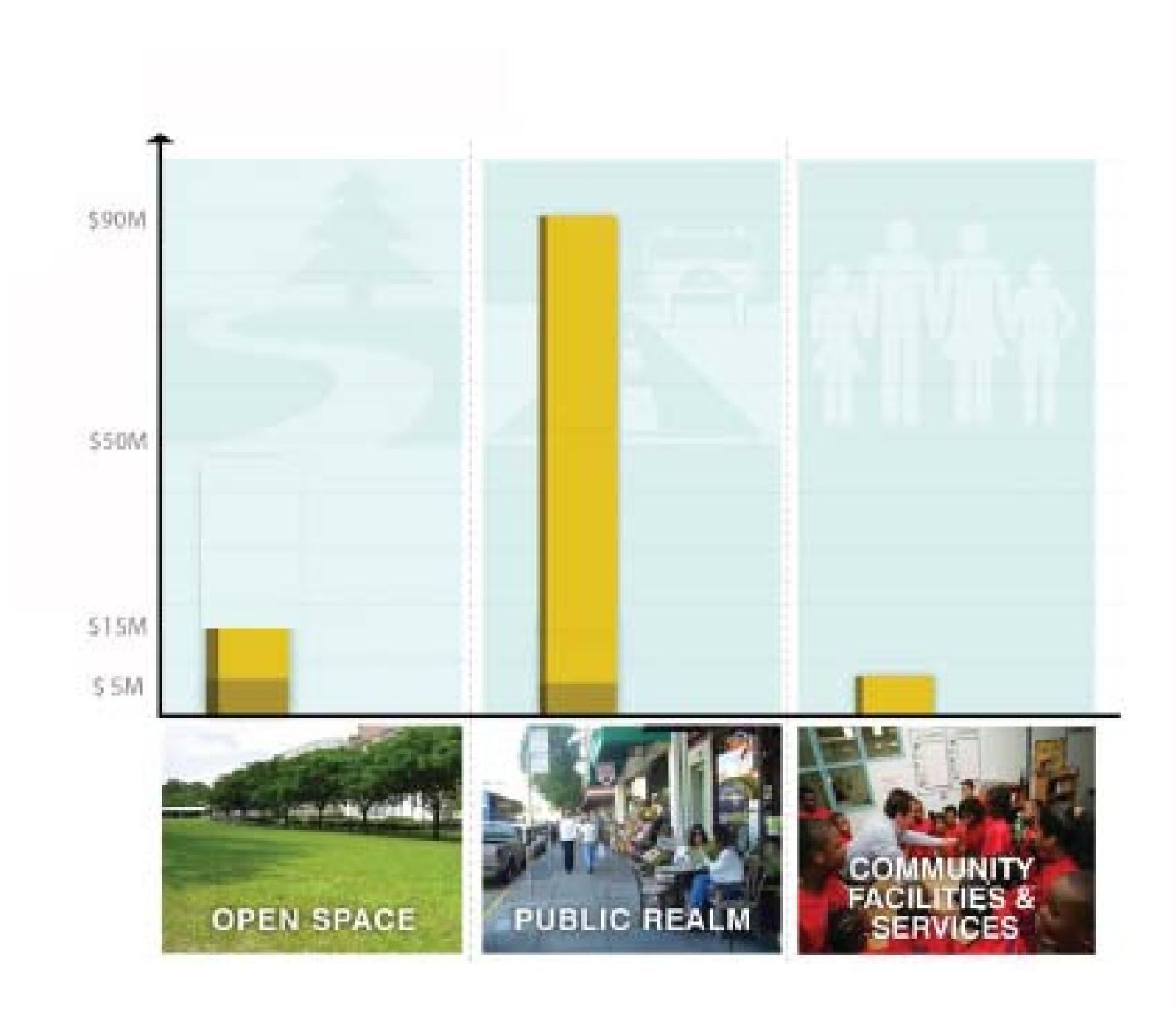
- Range from \$8-20 psf for residential,
   \$6-18 psf for commercial.
- Total revenue yields \$130-200 million.



# Affordable Housing Requirements

- Range from 15-22% on-site,
   20-27% off-site for residential.
- Range from \$16.50-22 for commercial.
- Middle income option may be provided.
- Total revenue yields \$688-740 million.





**Capital Infrastructure Estimated Costs: \$100 - 115 M**