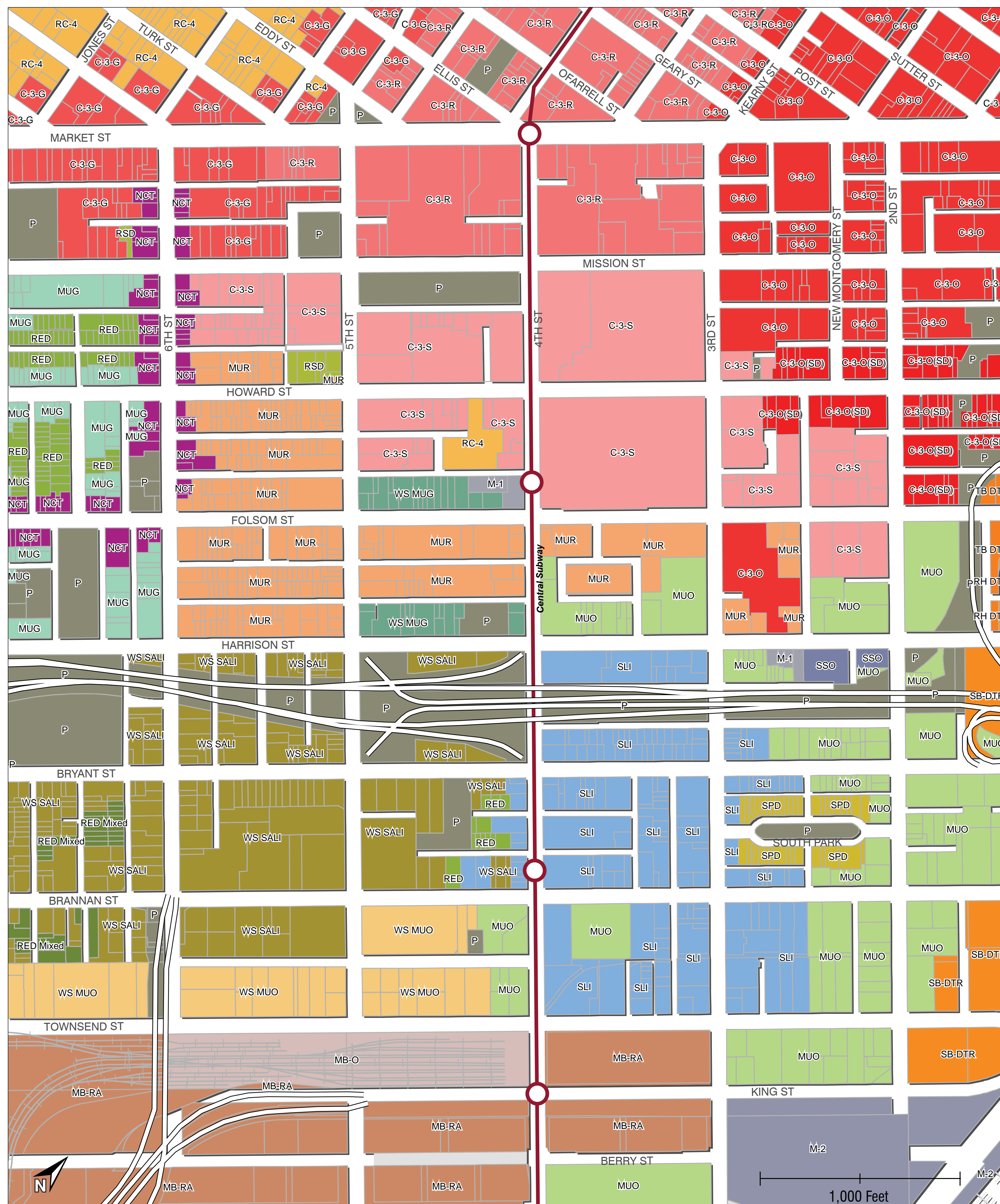


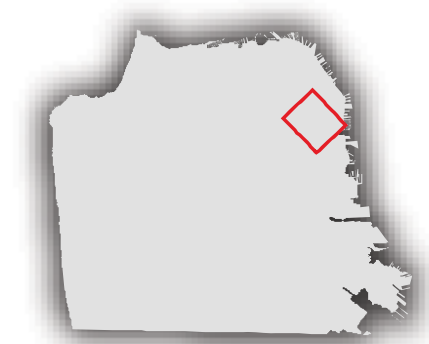
LAND USE

EXISTING ZONING (Assumes adoption of the Western SoMa Plan)

Central Corridor Planning Project



Central Corridor
Existing Zoning Districts



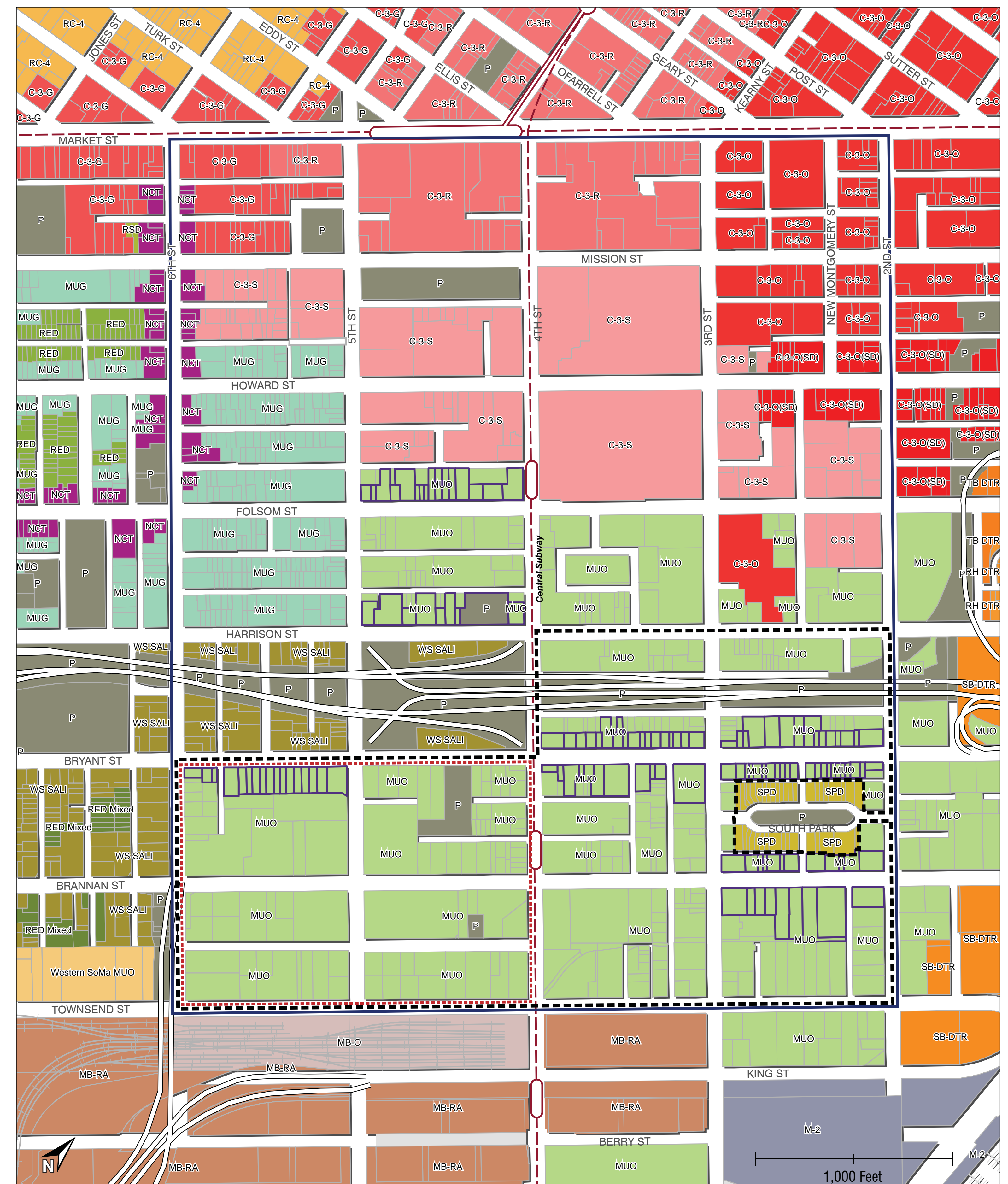
SAN FRANCISCO
PLANNING DEPARTMENT

FOR MORE INFORMATION:
<http://centralcorridor.sfplanning.org>

- 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)

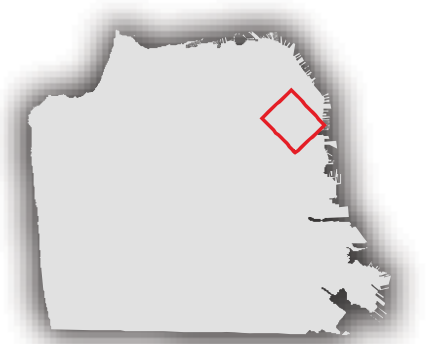
PROPOSED ZONING

Central Corridor Planning Project



**Central Corridor Zoning and
Special Use Districts**
Draft Preferred Alternative

- Central Corridor Plan Area
- SoMa Entertainment SUD
- South SoMa SUD
- Restricted Lot Consolidation



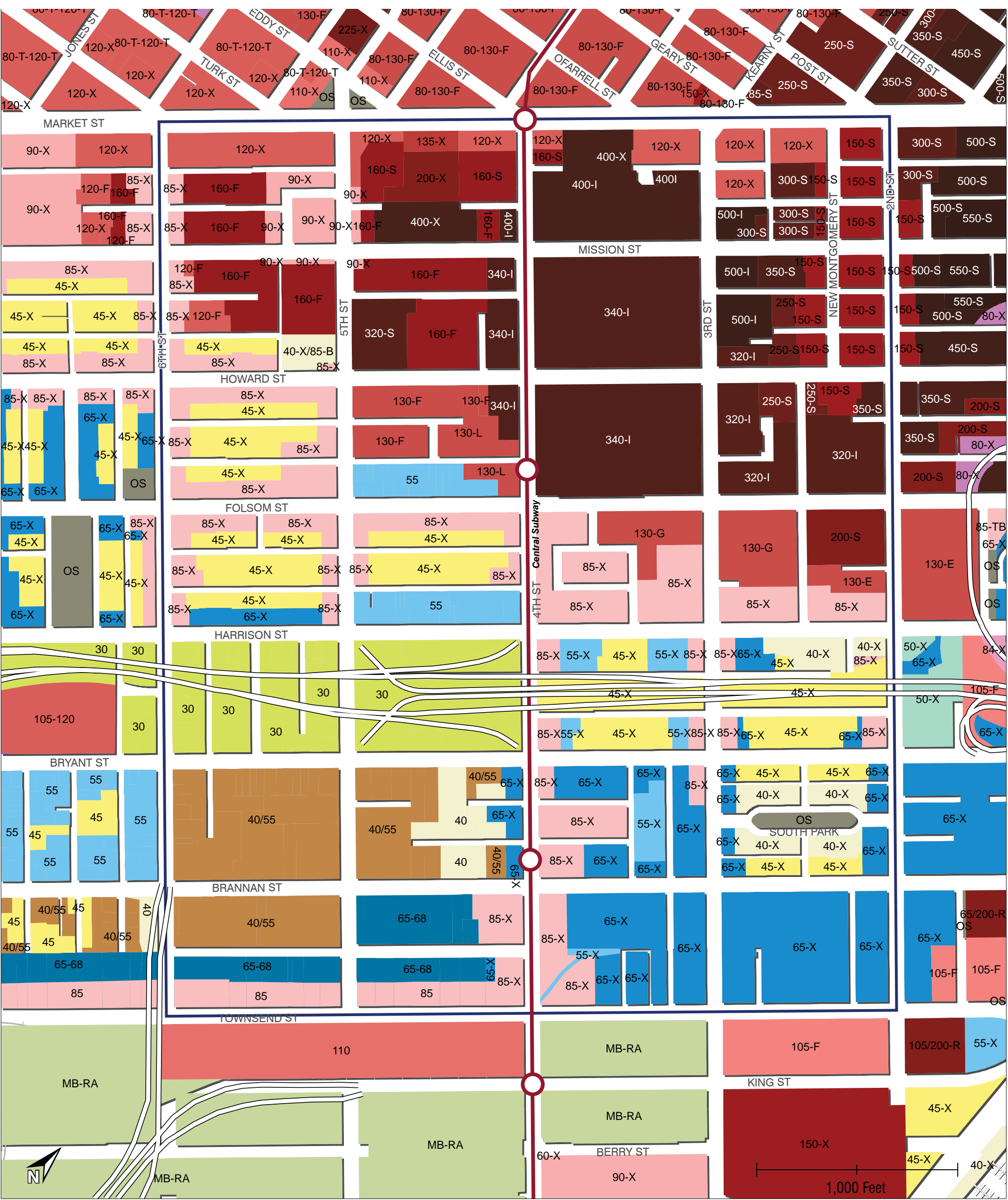
SAN FRANCISCO
PLANNING DEPARTMENT

FOR MORE INFORMATION:
<http://centralcorridor.sfplanning.org>

- 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

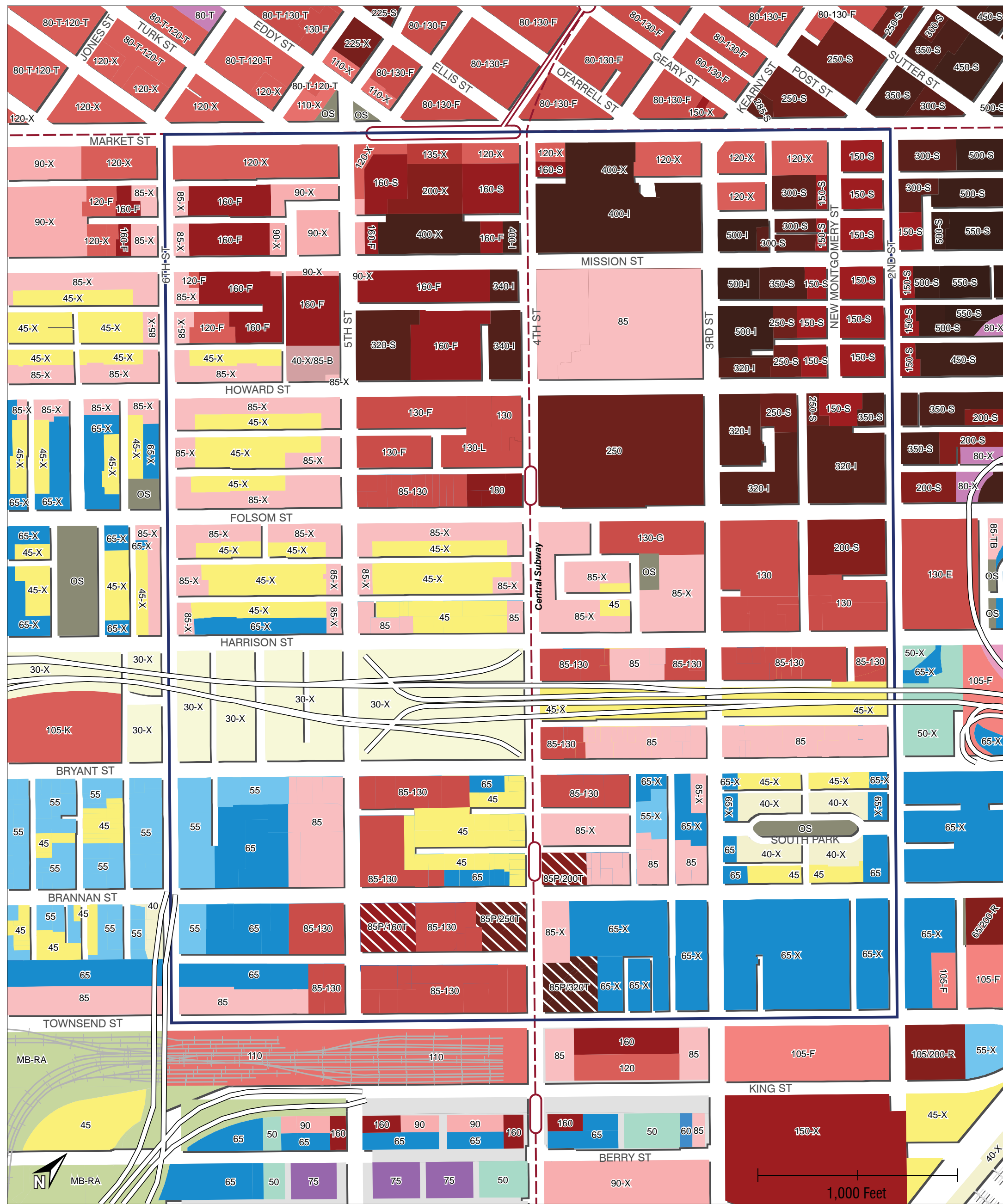
URBAN FORM: HEIGHT LIMITS

EXISTING HEIGHT LIMITS

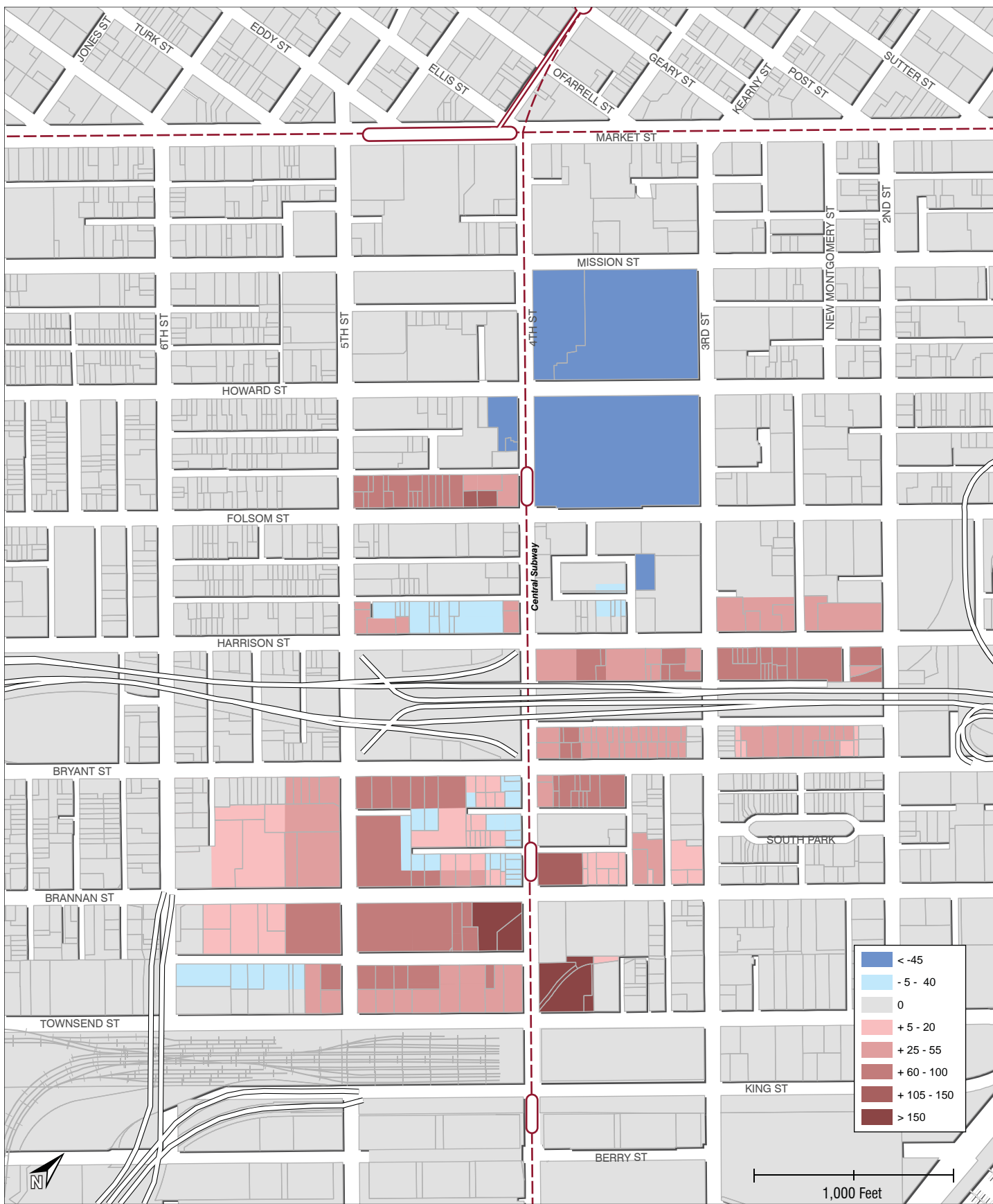


- Assumes Western SoMa Plan adopted as proposed

PROPOSED HEIGHT LIMITS

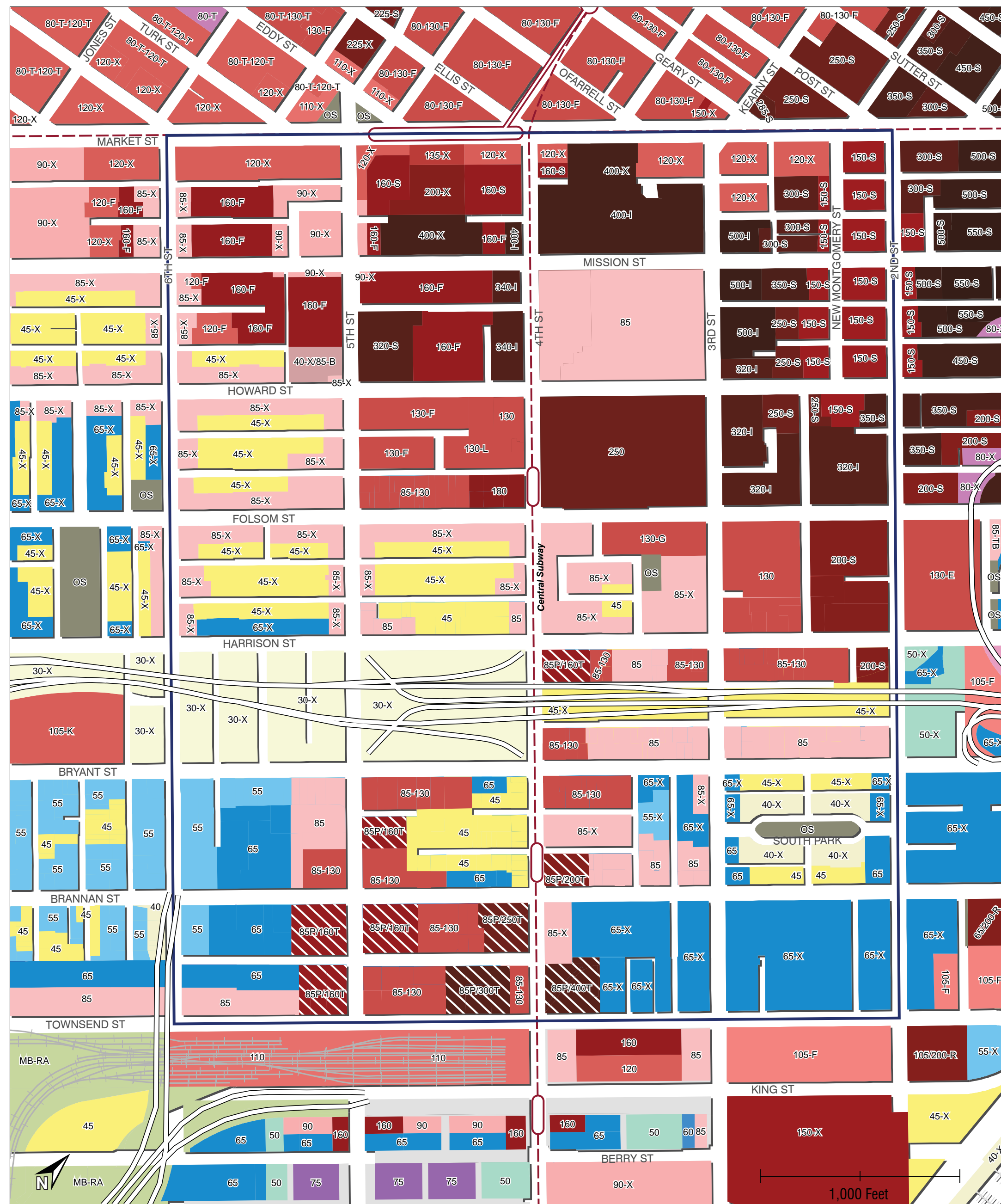


- Major street frontages at 65'-85' base
- Sculpting along alleys and near open spaces
- Large-floorplate mid-rise buildings up to 130' in key growth areas
- 180' - 320' emphasis at stations, particularly at 4th/Brannan and 4th/Townsend

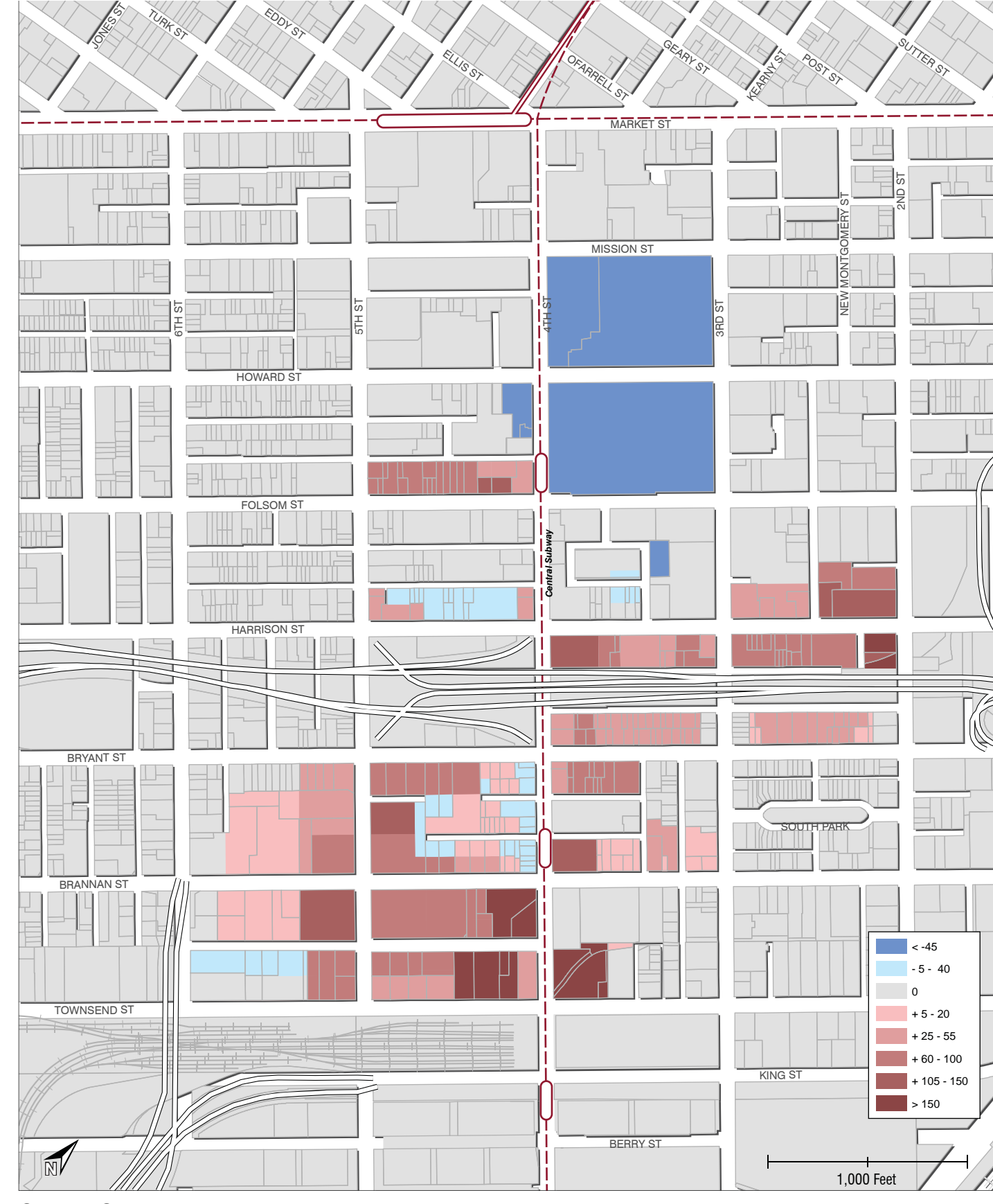


Central Corridor
Draft Preferred Height Limits
Proposed Change in Feet

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



Central Corridor
Draft Higher Height Limit Alternative
Proposed Change in Feet

URBAN FORM: DIGITAL MODEL

VIEW FROM POTRERO HILL (20TH/DE HARO)

Existing Height Limits



Proposed Height Limits



Higher Height Limit Alternative

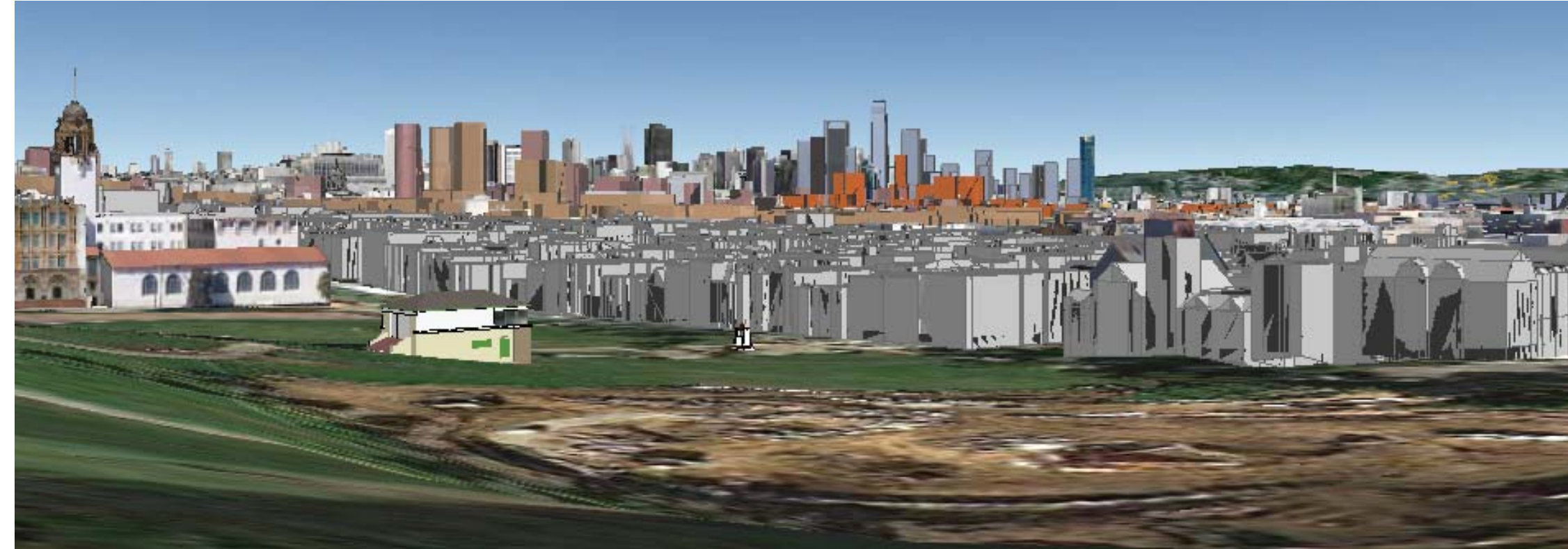


Background (non-Central
Corridor) buildings based
on existing zoning or
approved projects
(brown and blue)

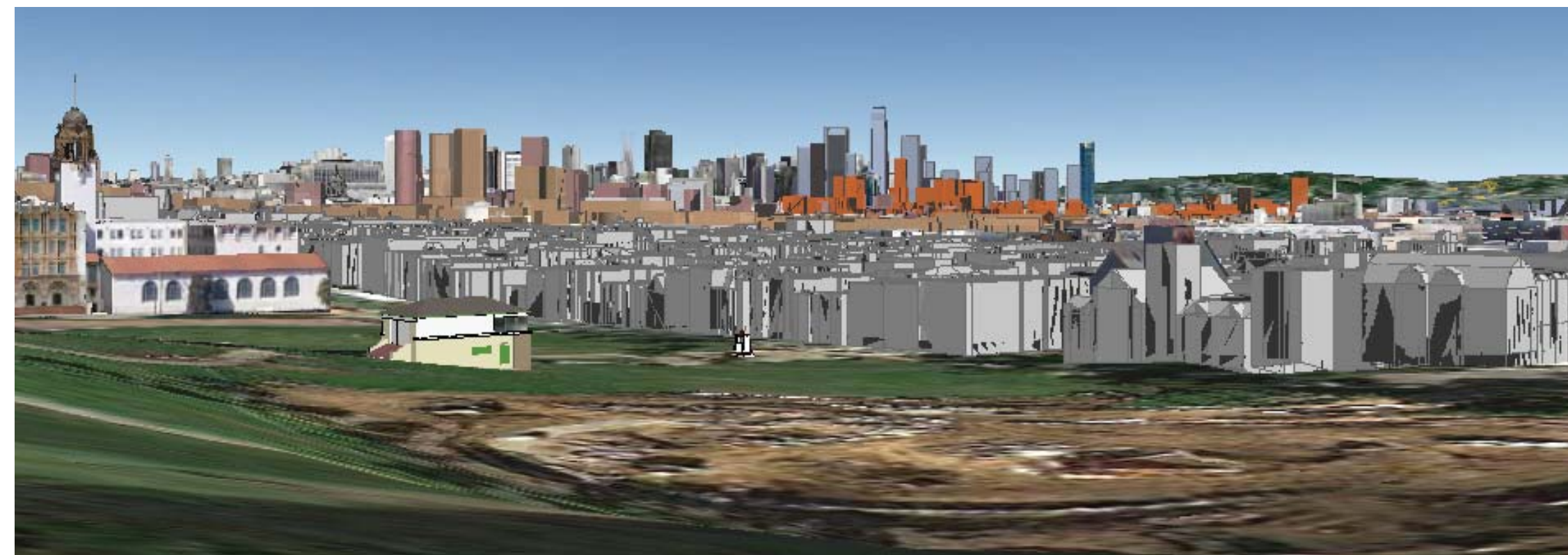
Central Corridor Plan Area
new buildings (orange)

VIEW FROM DOLORES PARK

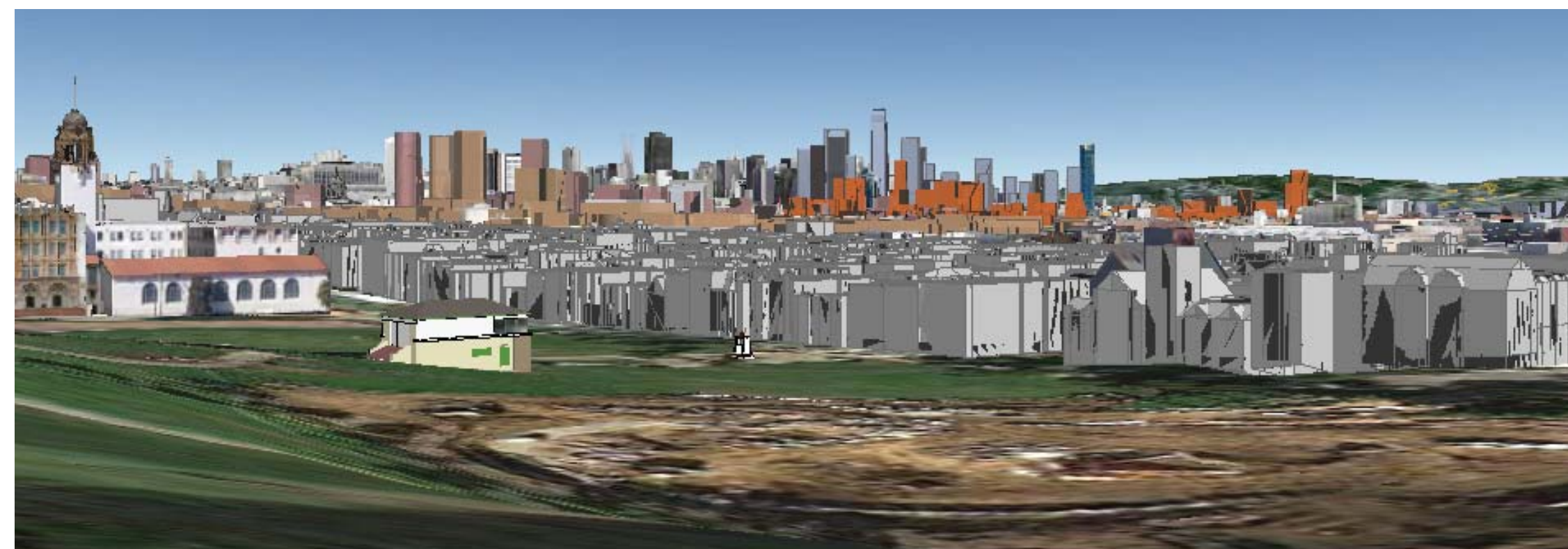
Existing Height Limits



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



Proposed Height Limits



Higher Height Limit Alternative



VIEW FROM 4TH/MISSION CREEK
(looking north)

Existing Height Limits



Proposed Height Limits



Higher Height Limit Alternative



VIEW FROM 4TH/HARRISON
(looking east)

Existing Height Limits



Proposed Height Limits



Higher Height Limit Alternative



URBAN FORM: DIGITAL MODEL

VIEW FROM 4TH/BRYANT

(looking south)

Existing Height Limits



Proposed Height Limits



Higher Height Limit Alternative



VIEW FROM 6TH/BRANNAN

(looking east)

Existing Height Limits



Proposed Height Limits



Higher Height Limit Alternative



VIEW FROM BAY BRIDGE/I-80

(looking west)

Existing Height Limits



Proposed Height Limits



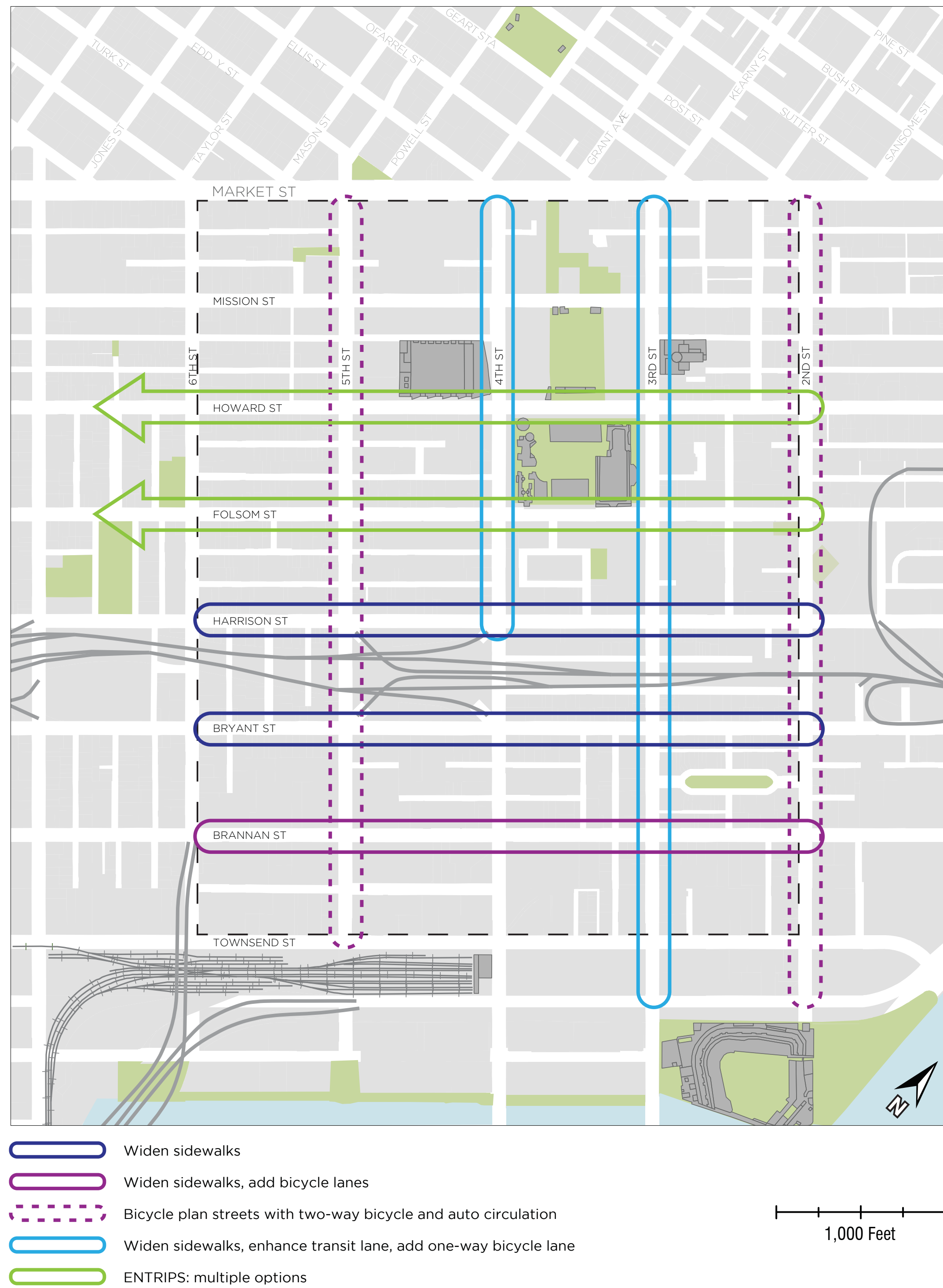
Higher Height Limit Alternative



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

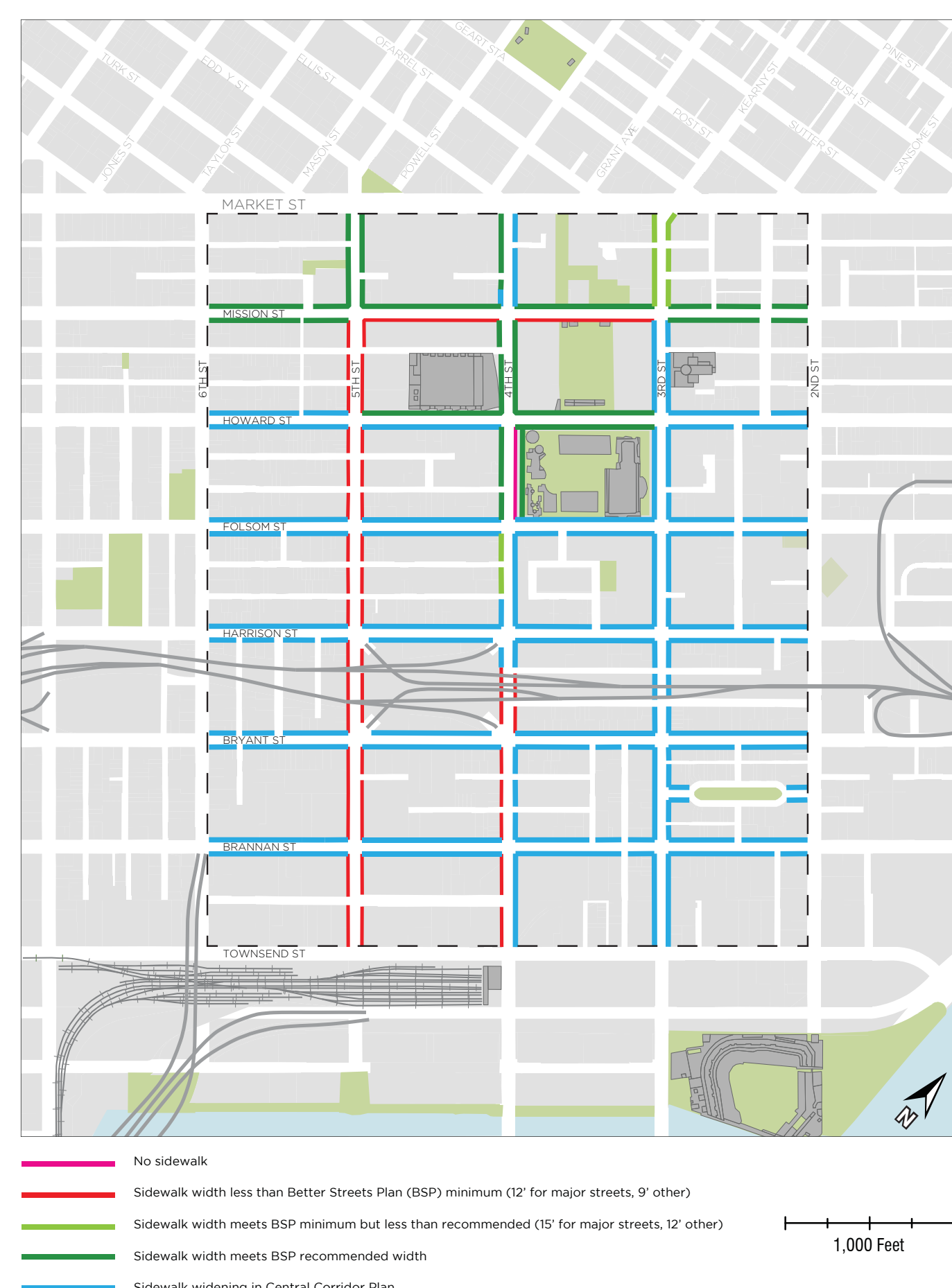
Folsom and Howard Streets

- 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

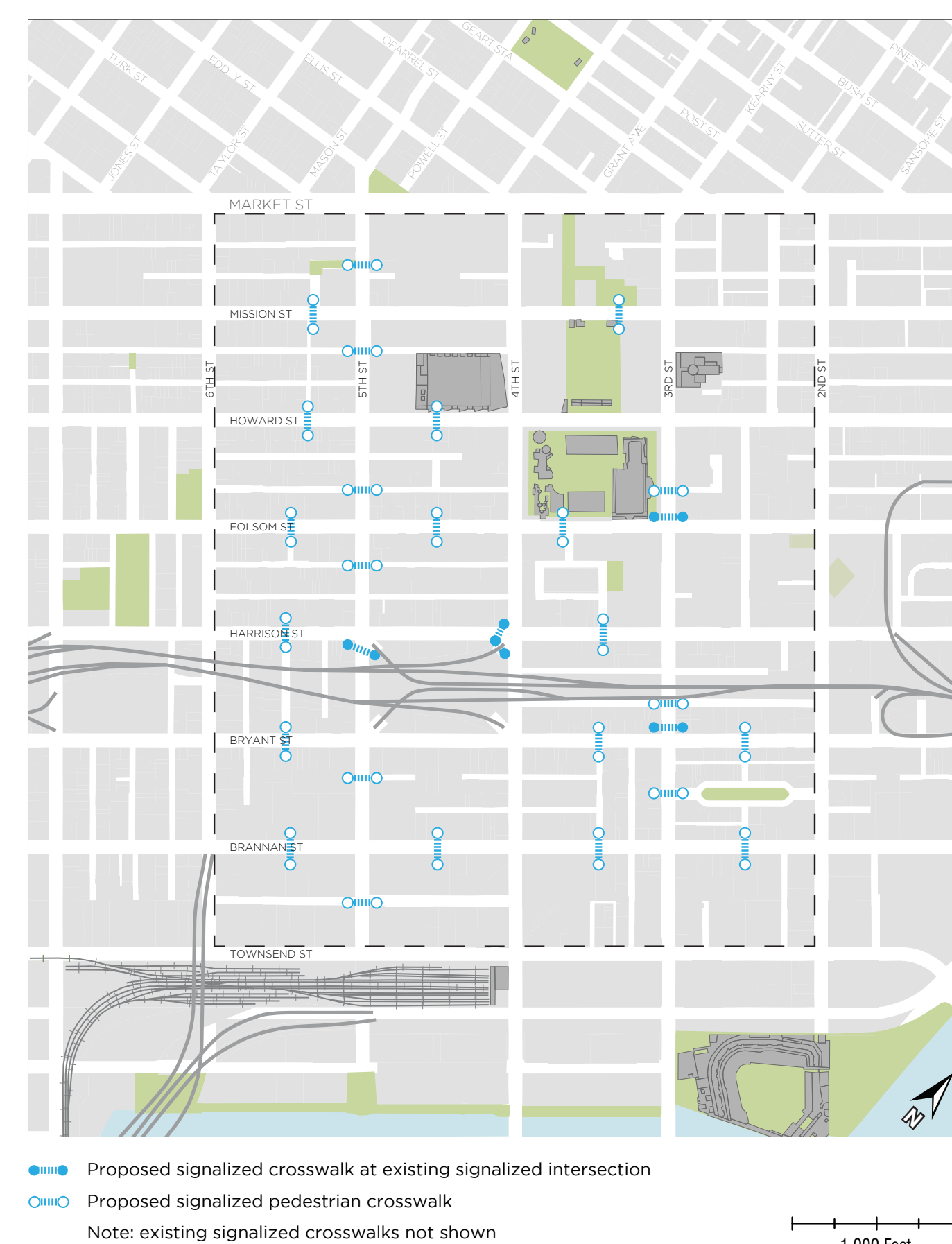
Brannan Street

- 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

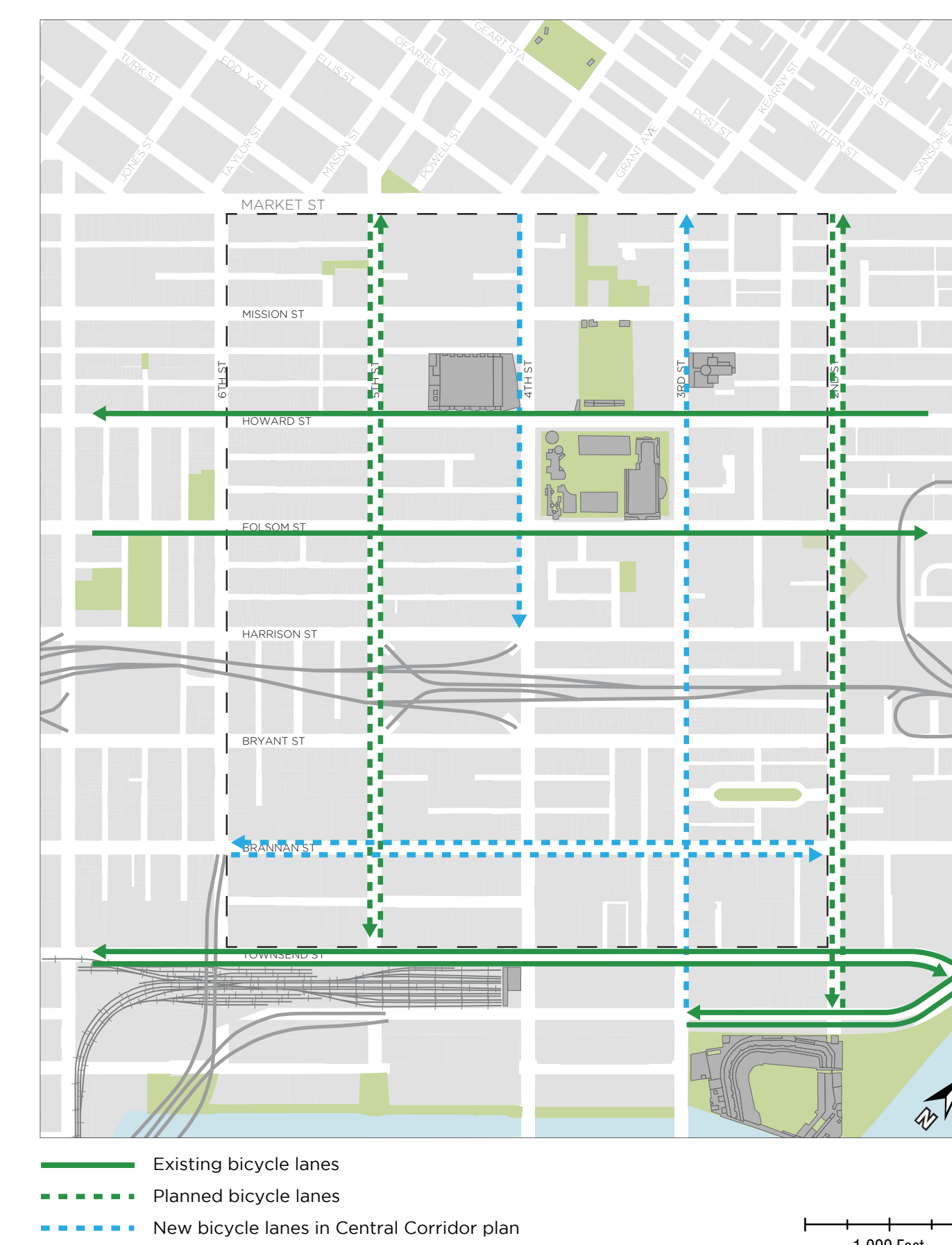
SIDEWALK WIDENING



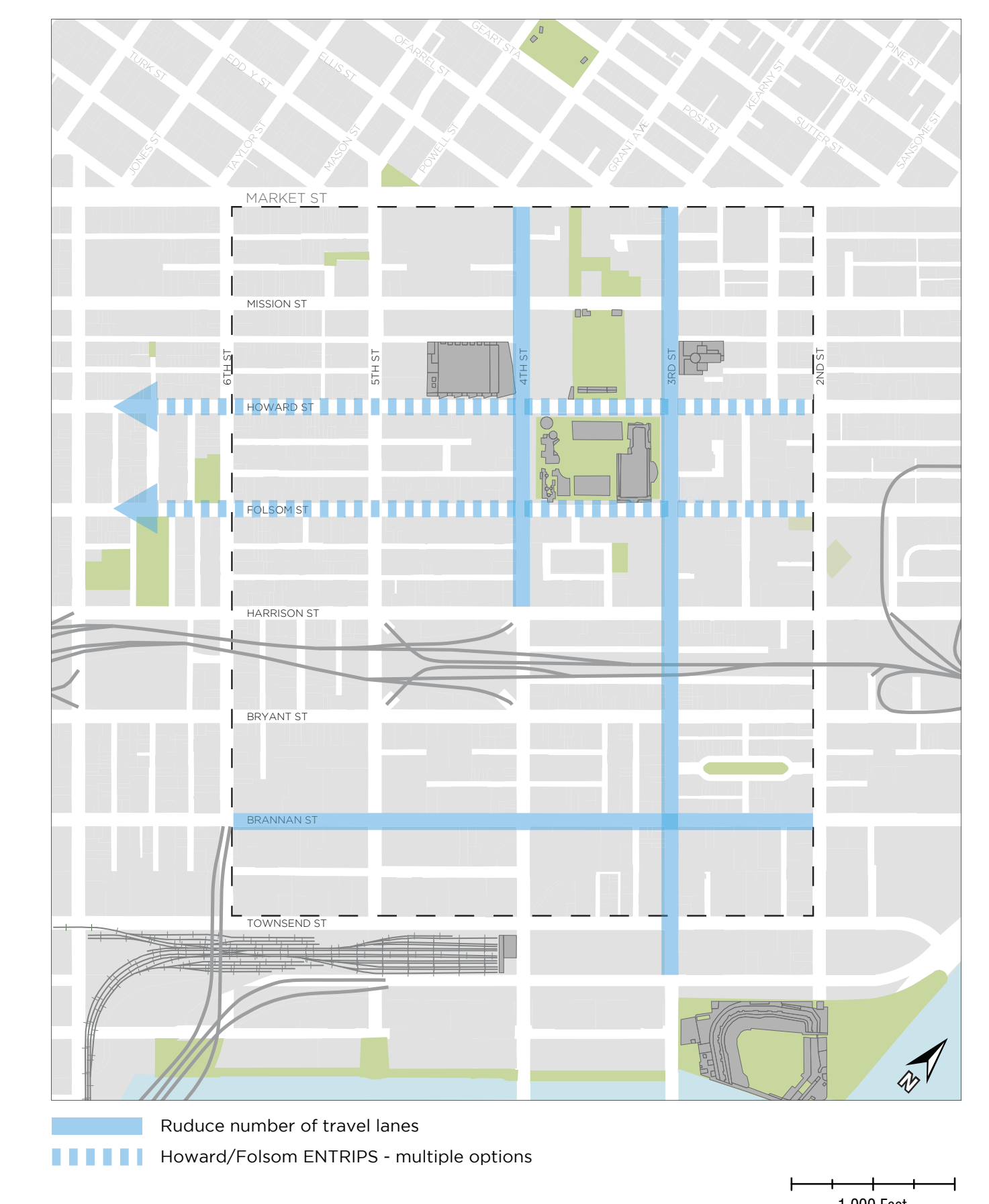
NEW CROSSWALKS



EXPANDED BICYCLE NETWORK

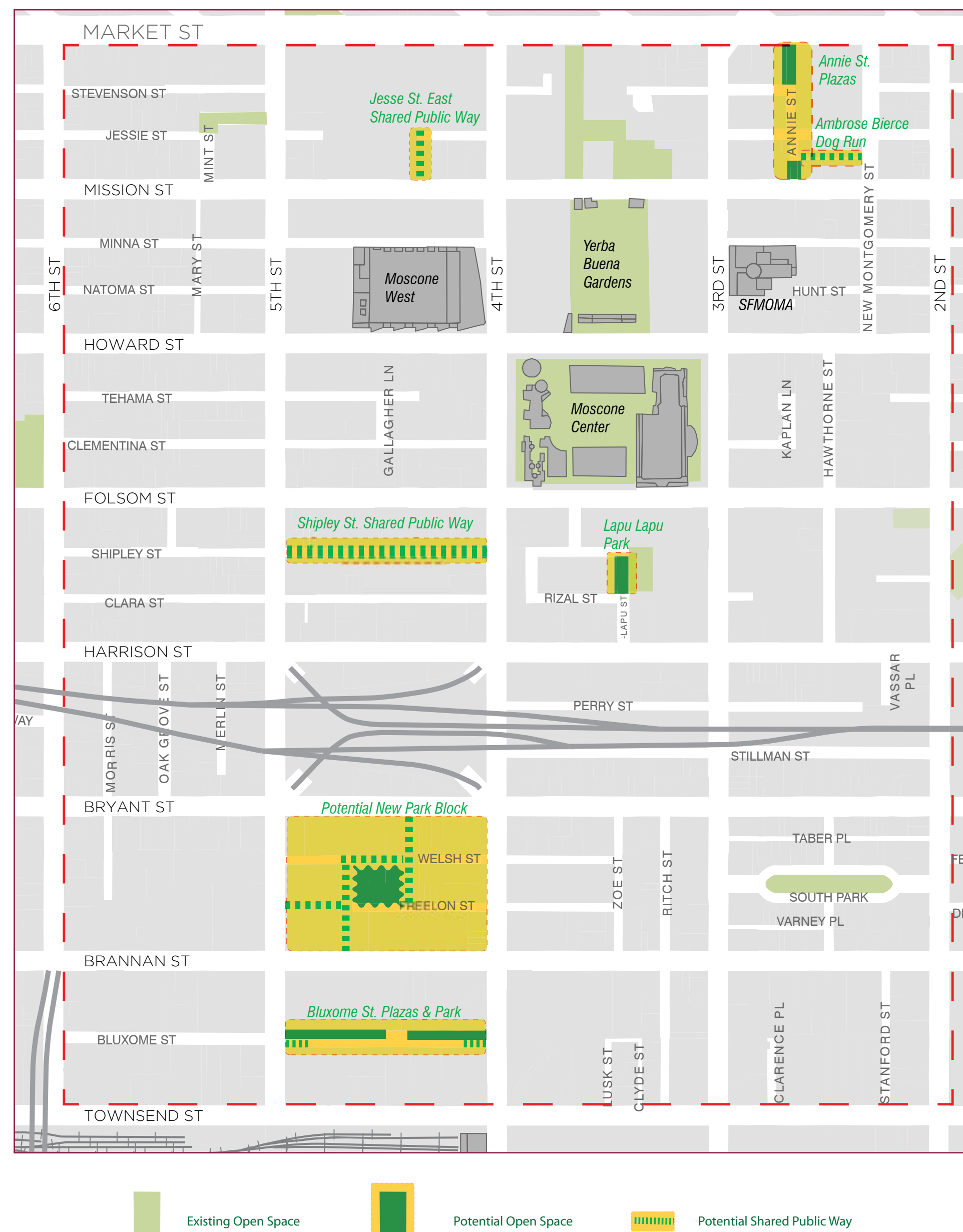


TRAVEL LANE REDUCTION



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

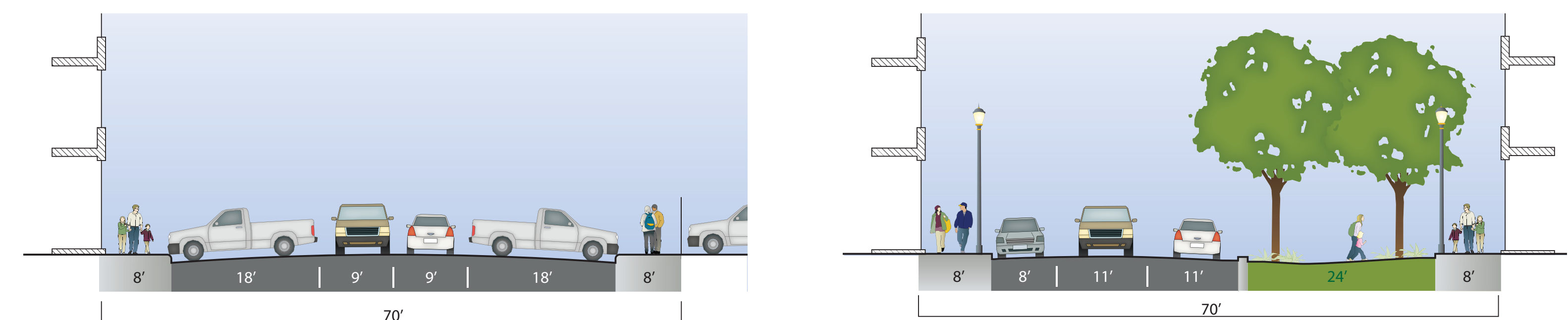
- Located in open space deficient portion of study area identified in previous planning efforts
- 1.38 acre lot owned by San Francisco Public Utilities Commission (SFPUC).
- Early discussions to use portion of lot between Welsh and Freelon Streets as open space.
- Block features many large soft-sites;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



Conceptual Diagram of Brannan/Bryant Park Block

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.



Existing Street Section

Proposed Street Section



Conceptual Diagram of Bluxome Street Plazas & Park

YERBA BUENA STREET LIFE PLAN PROJECTS



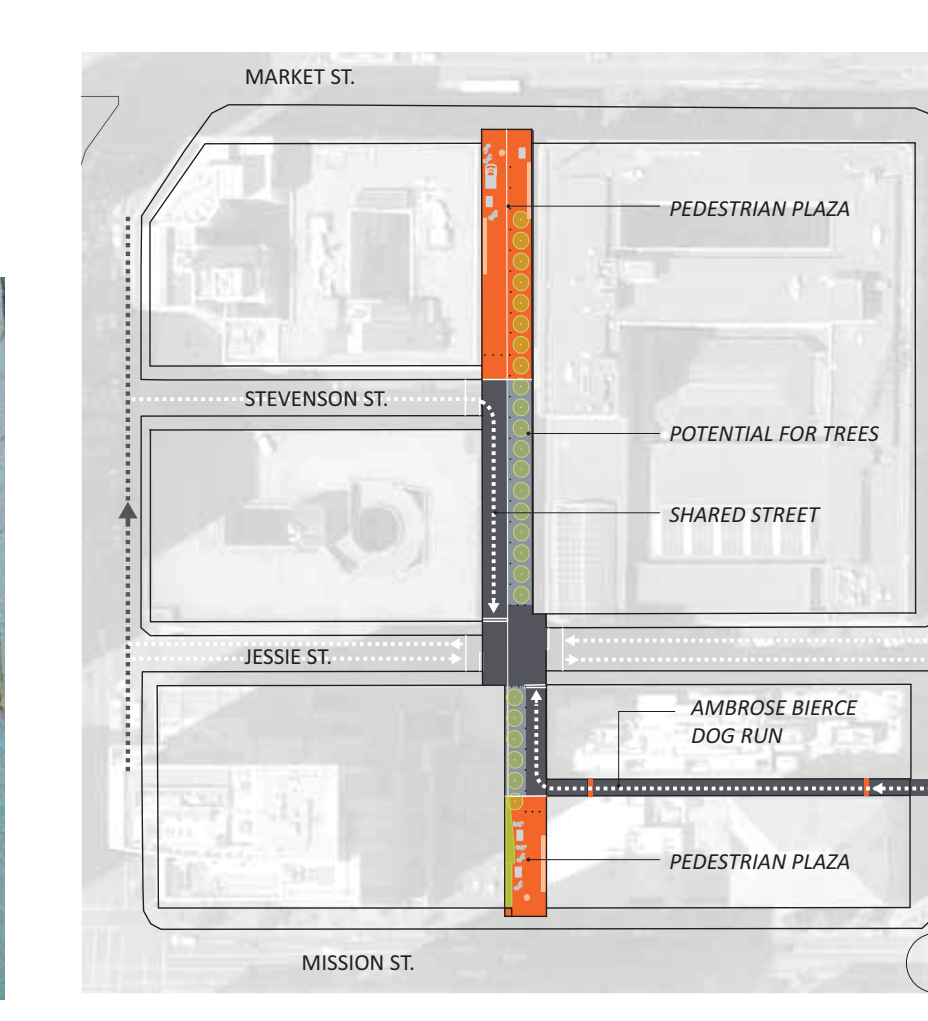
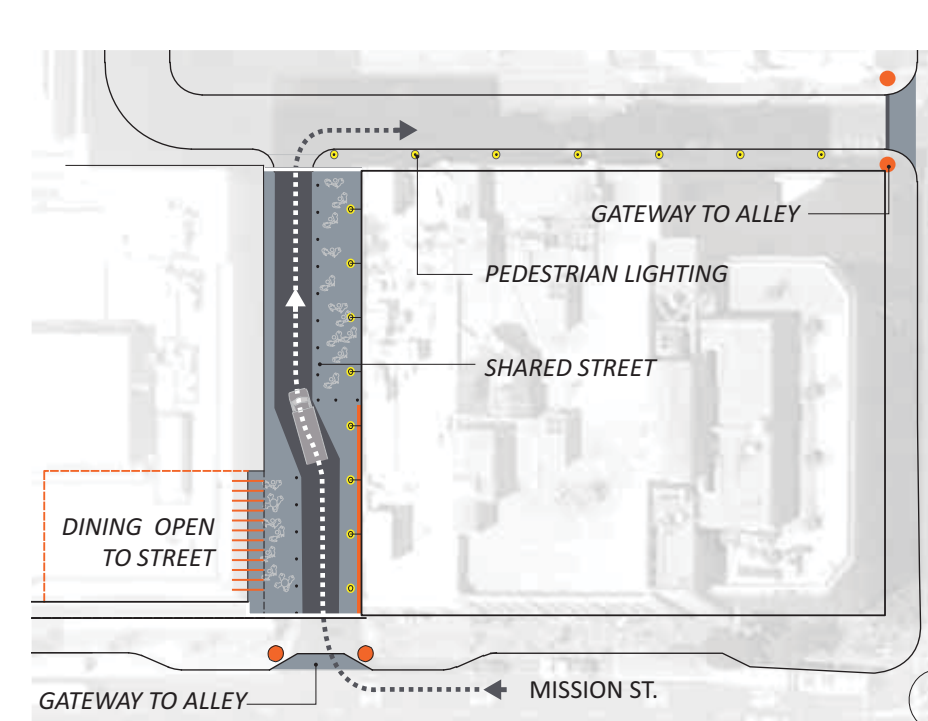
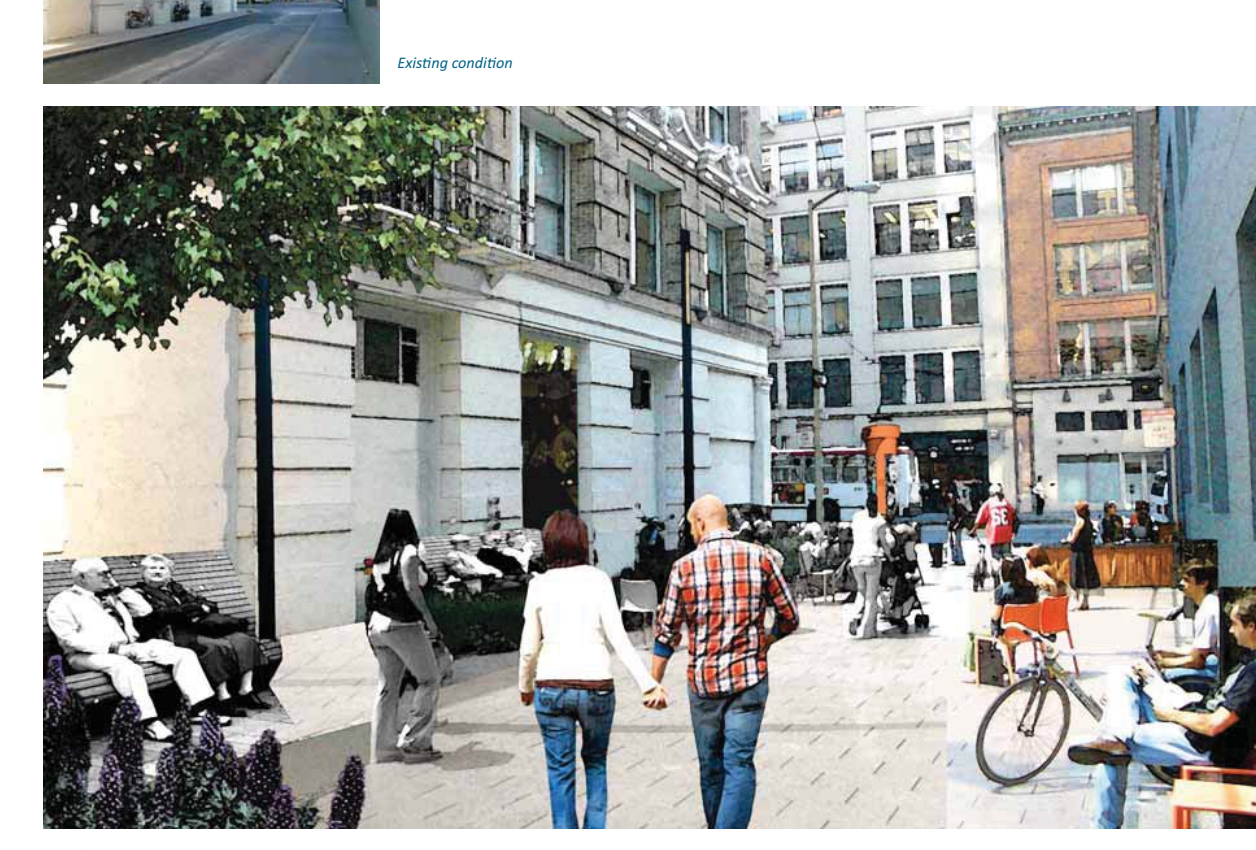
For more information on these projects download the *Yerba Buena Street Life Plan* at: www.ybcbd.org/yerba-buena-street-life-plan

The Central Corridor Plan will incorporate a number of public realm improvement projects proposed in the *Yerba Buena Street Life Plan* and include them in environmental review. These include the new open space areas shown here.

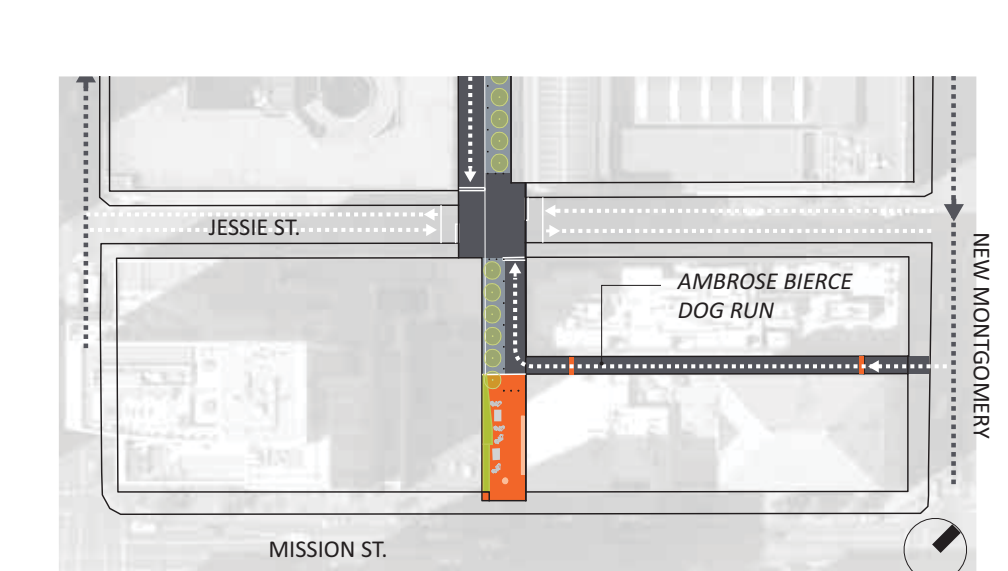
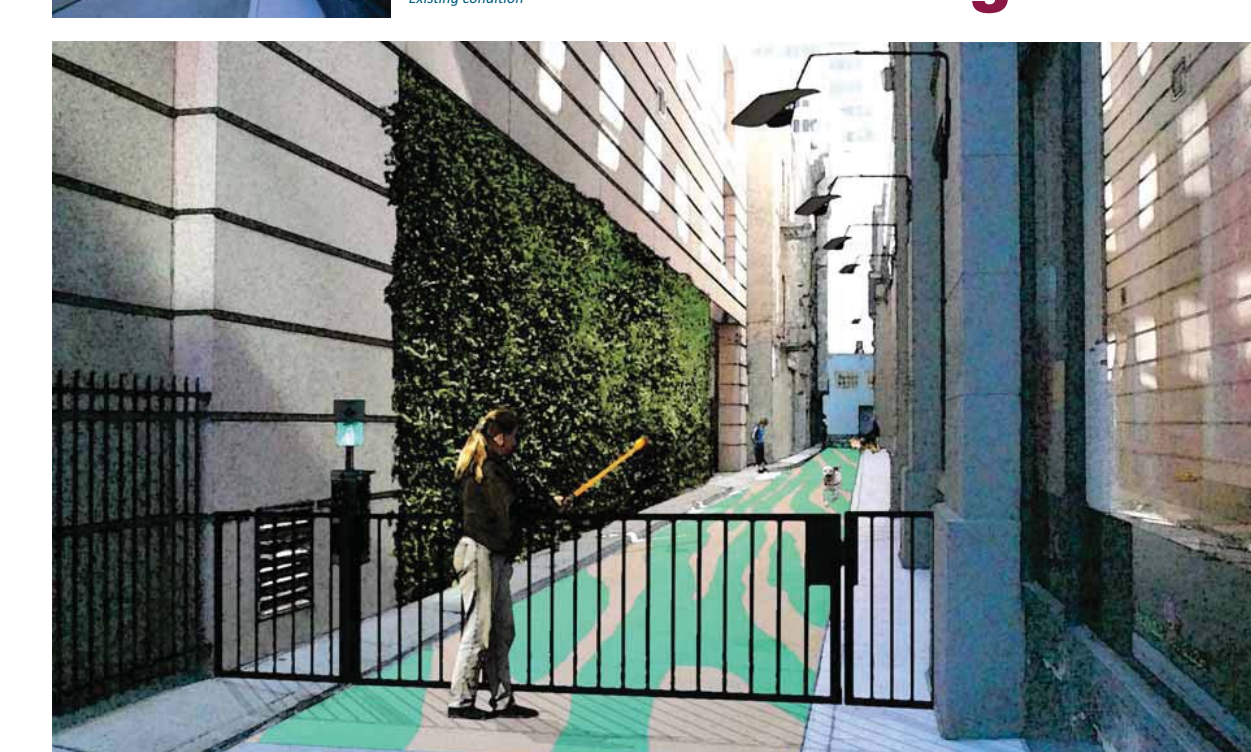
Jesse Street East Improvements



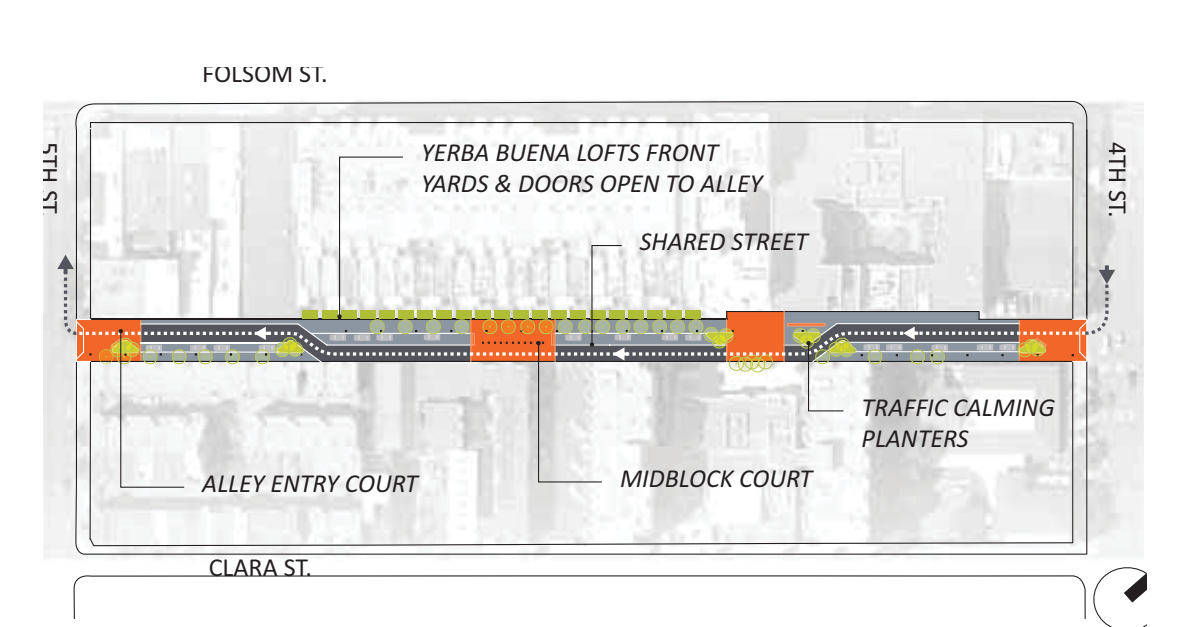
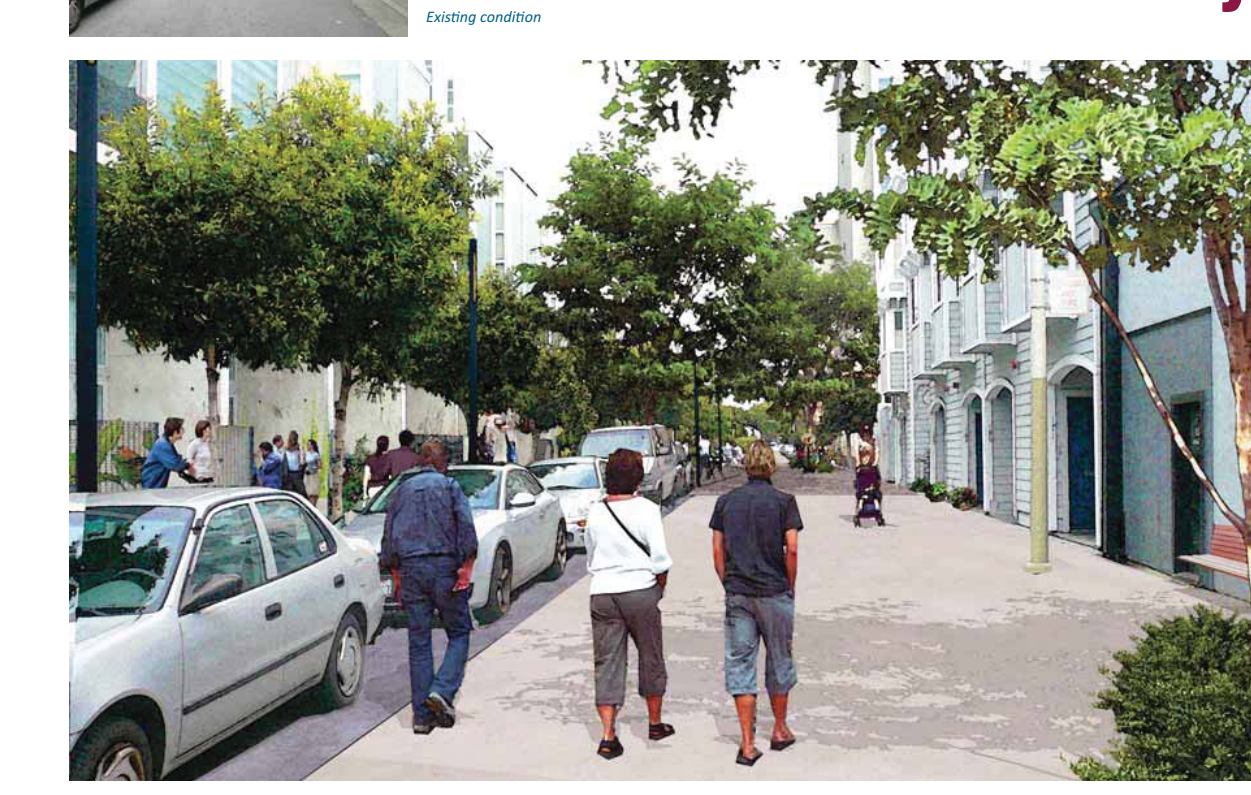
Annie Street Plazas



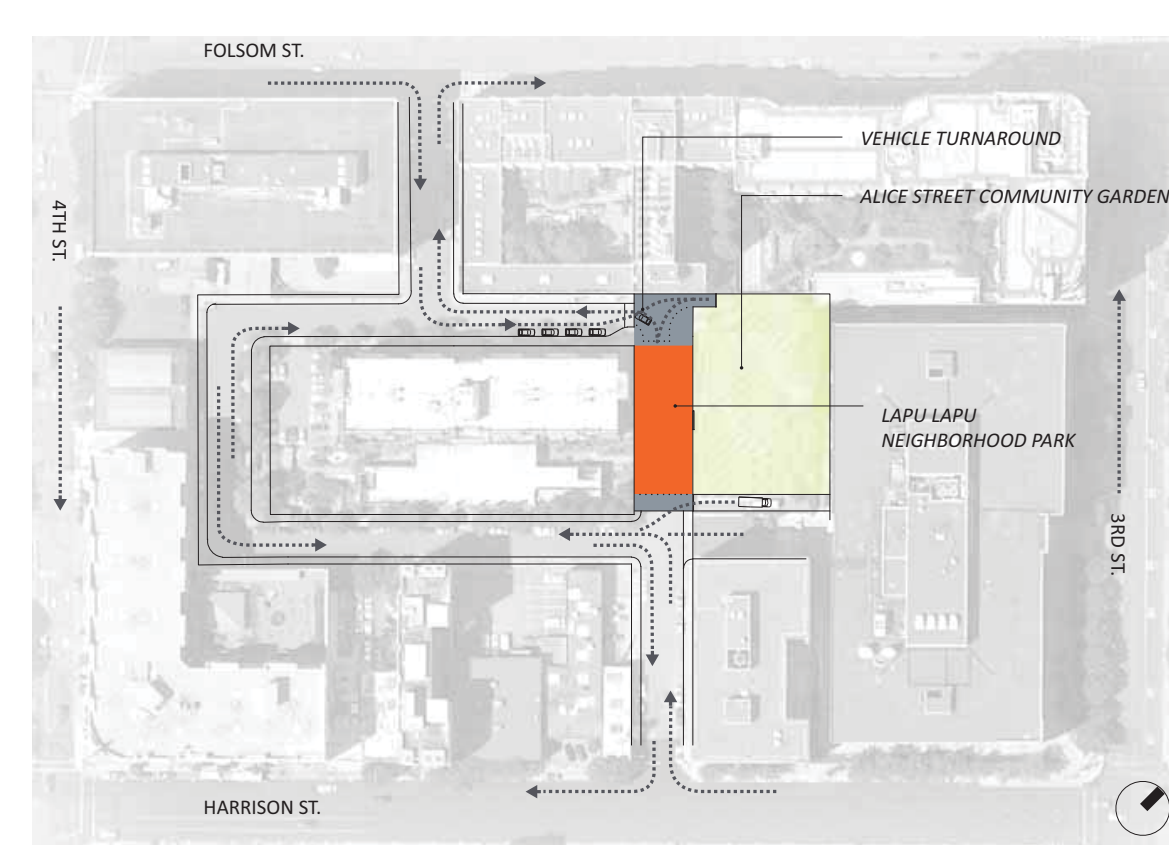
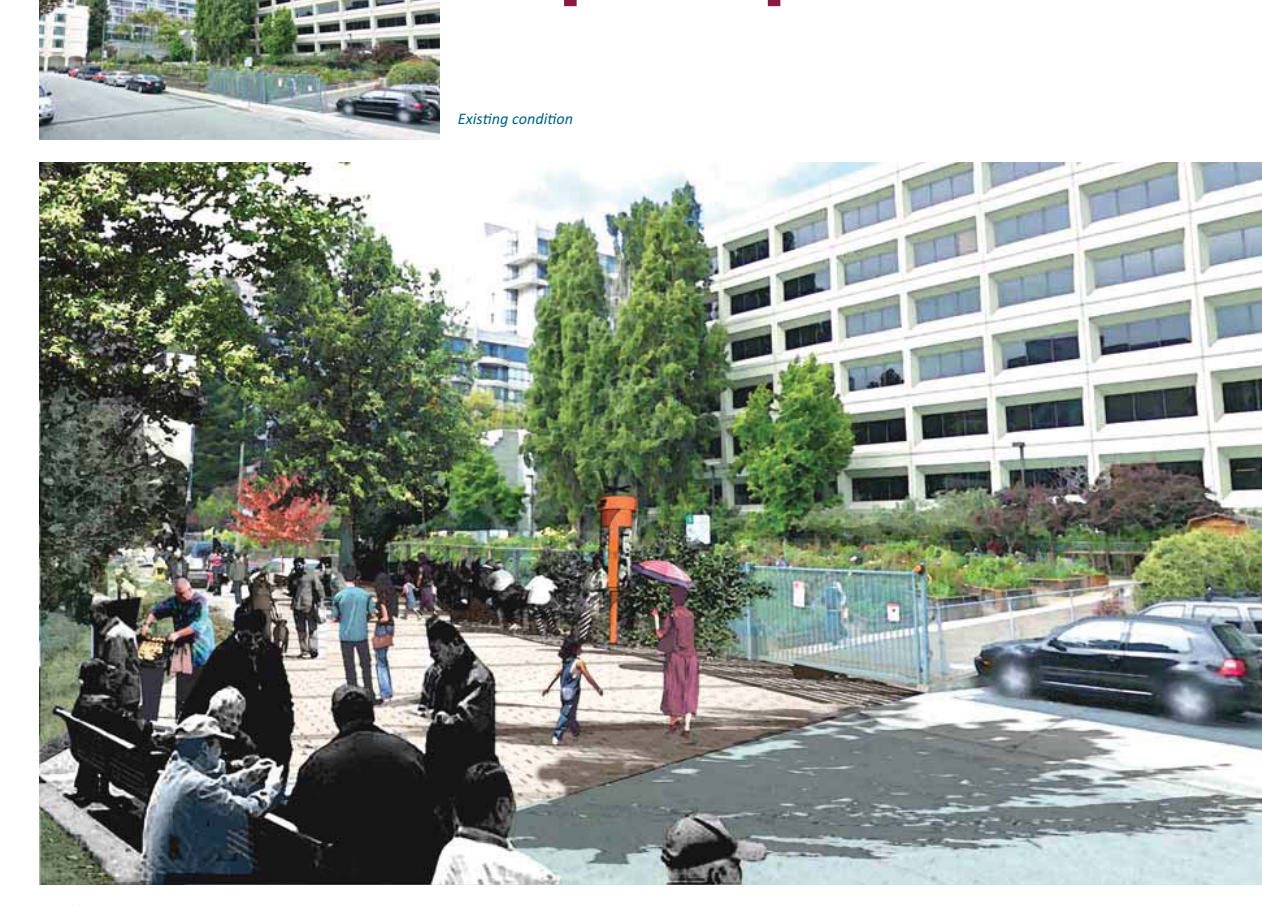
Ambrose Bierce Dog Run



Shipley Street Shared Public Way



Lapu Lapu Park



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.

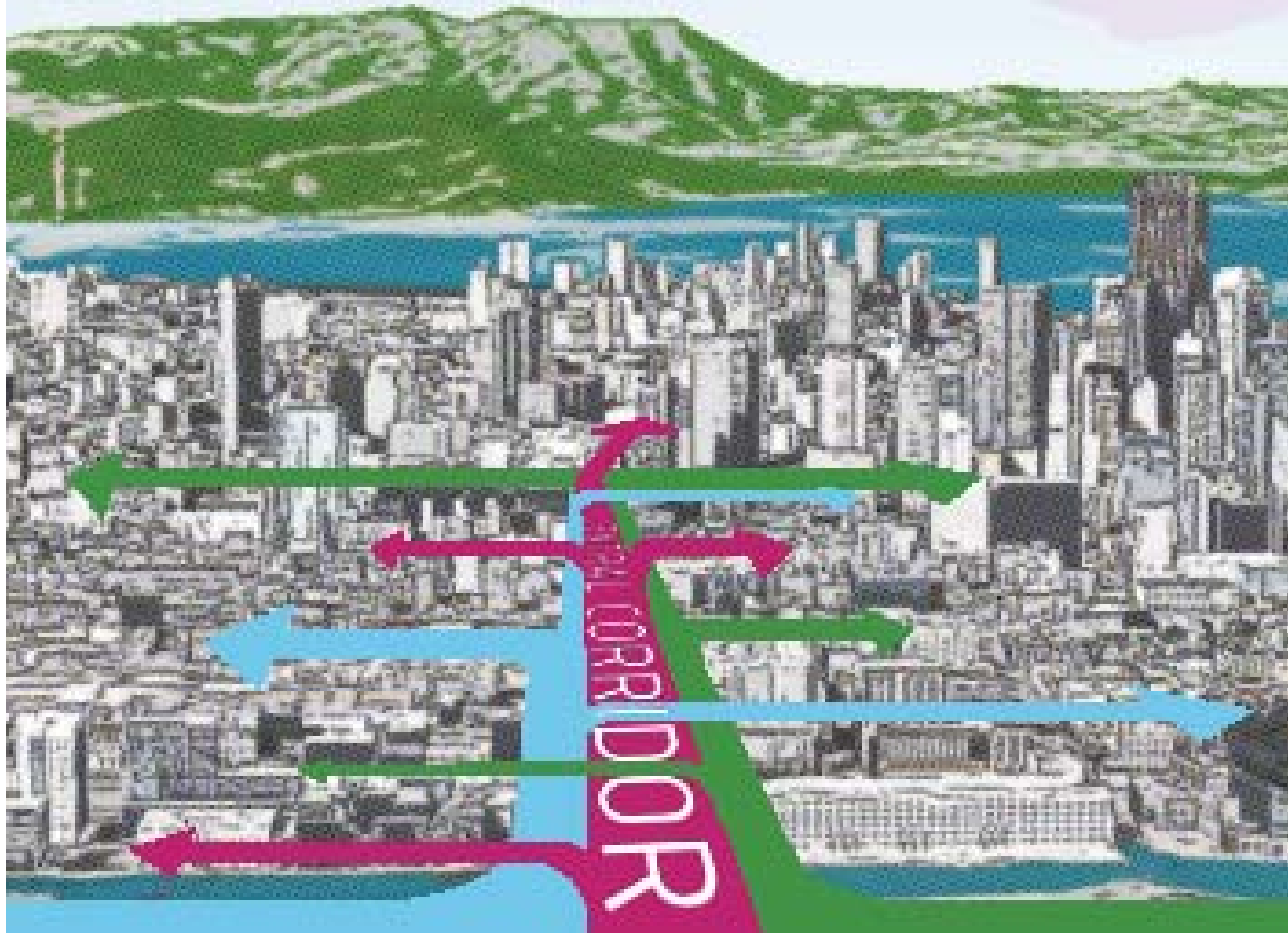


Image Source: SWA Internship Program

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

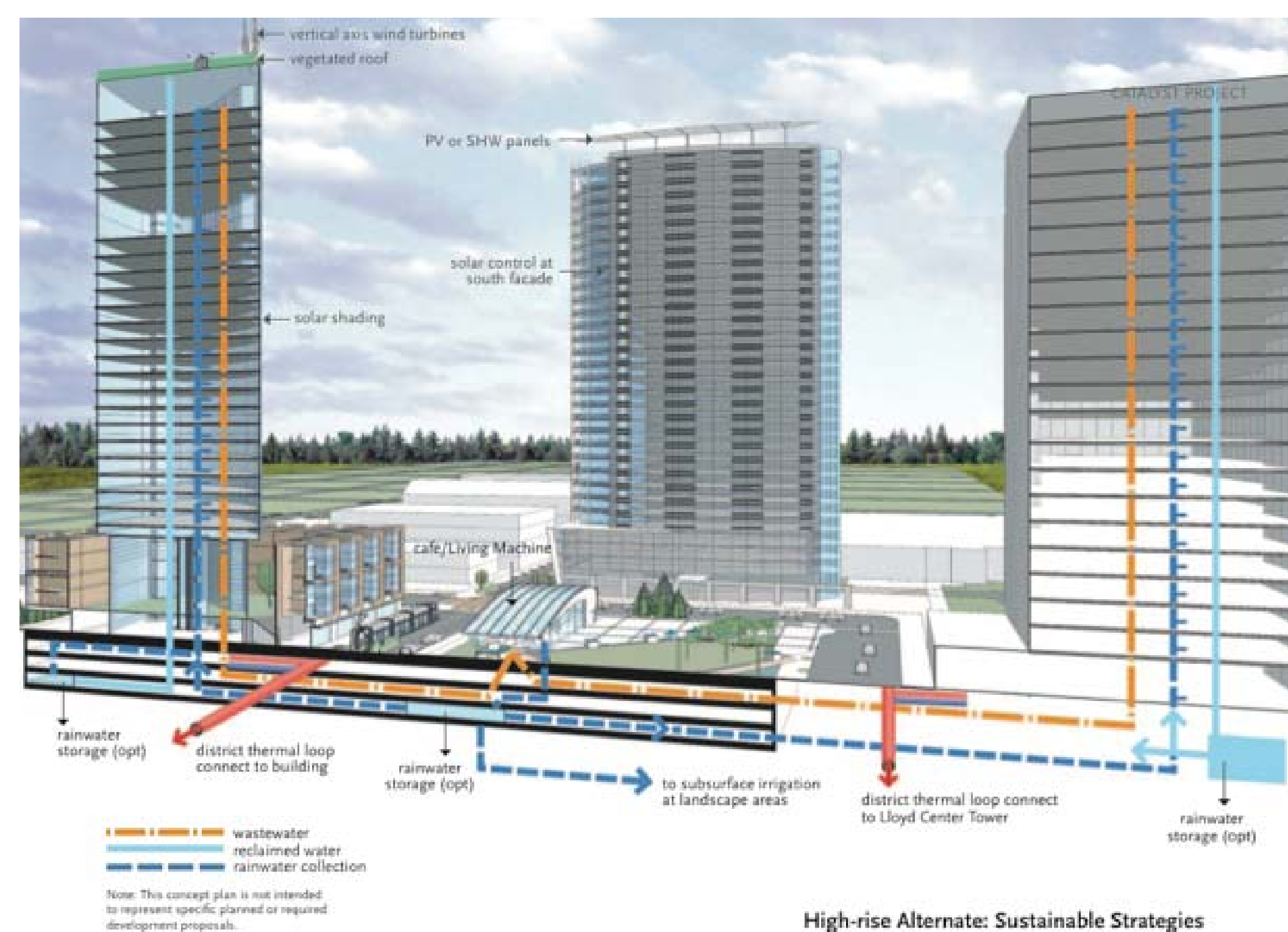


Image Source: Portland Development Commission

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 Revenues & Requirements			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.



Capital Infrastructure Estimated Costs: \$100 - 115 M

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.

