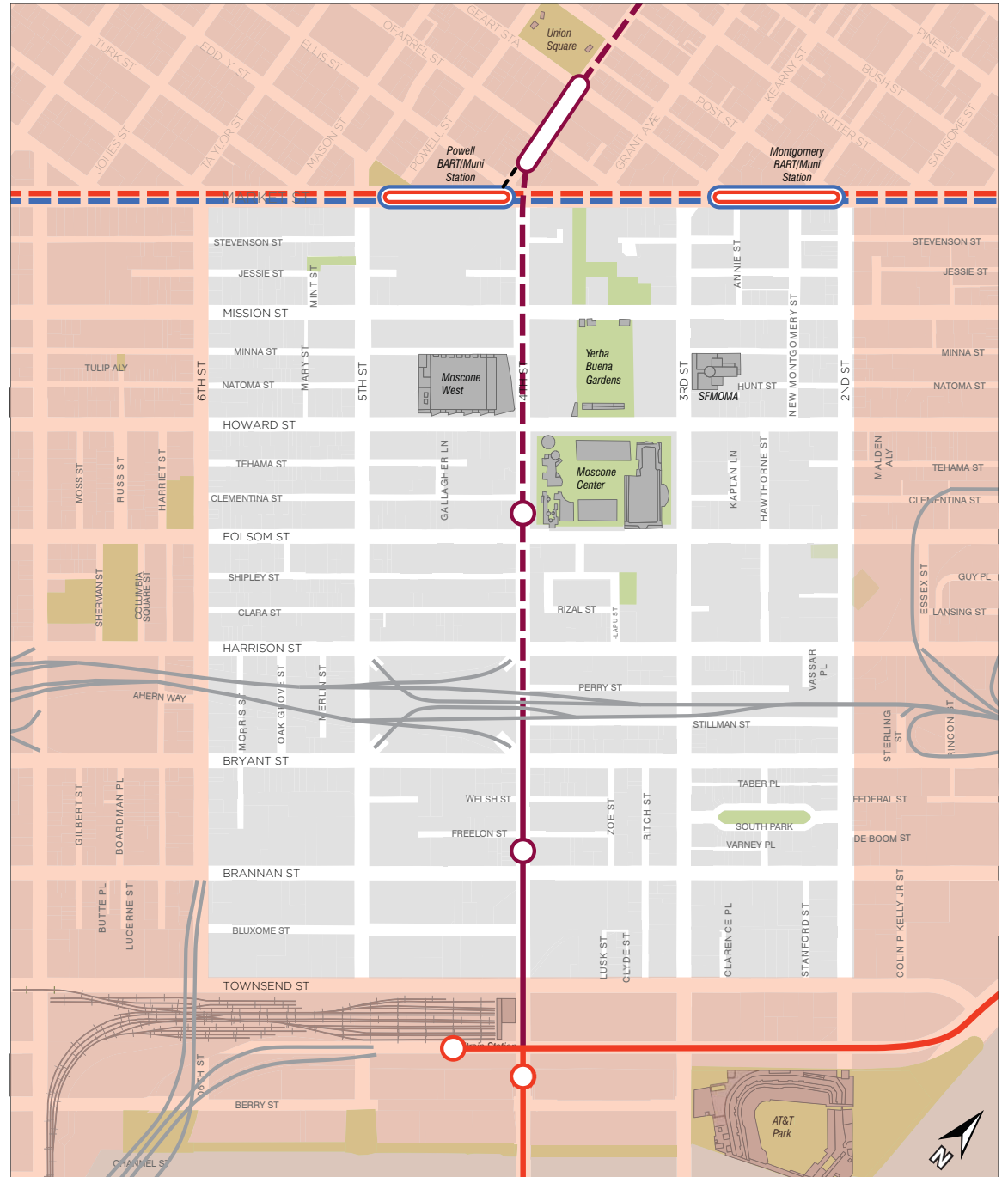


# CENTRAL CORRIDOR PLANNING PROJECT

**INFORMATIONAL PRESENTATION  
PLANNING COMMISSION - JUNE 21, 2012**

# Project Area



**SAN FRANCISCO**  
**Central Corridor**

1,000 Feet

# Background: Project Timeline



- **February 2011:** Idea gathering/community outreach initiated
- **May 2011:** Background report released
- **Summer 2011:** Walking tours, storefront charrette, and community surveys
- **October 2011:** Public Realm Existing Conditions Report released
- **November 2011:** Planning Commission presentation and public workshop on Land Use & Urban Form
- **March 2012:** Public Realm & EcoDistrict public workshop
- **June 2012 :** Planning Commission, Historic Preservation Commission, and public workshop on plan concepts
- **Summer 2012:** EIR initiation
- **Fall 2012:** Publication of Draft Plan Document
- **Early 2014:** Publication of Draft EIR
- **Early-Mid-2014:** Plan revisions and public hearings on Plan adoption

# Land Use: **Key Objectives and Principles**

## **SUPPORT GROWTH**

- Support substantial development in this transit rich-area
- Favor office development over other kinds of growth
- Support the growth of the technology sector in appropriate locations
- Support development of housing
- Support development of a diversity of housing, especially below-market rate units

## **CREATE COMPLETE COMMUNITIES**

### Support Existing Uses

- Maintain and enhance existing housing, especially affordable housing
- Historic Resources should be given the appropriate amount of protection
- Respect recent re-zoning processes

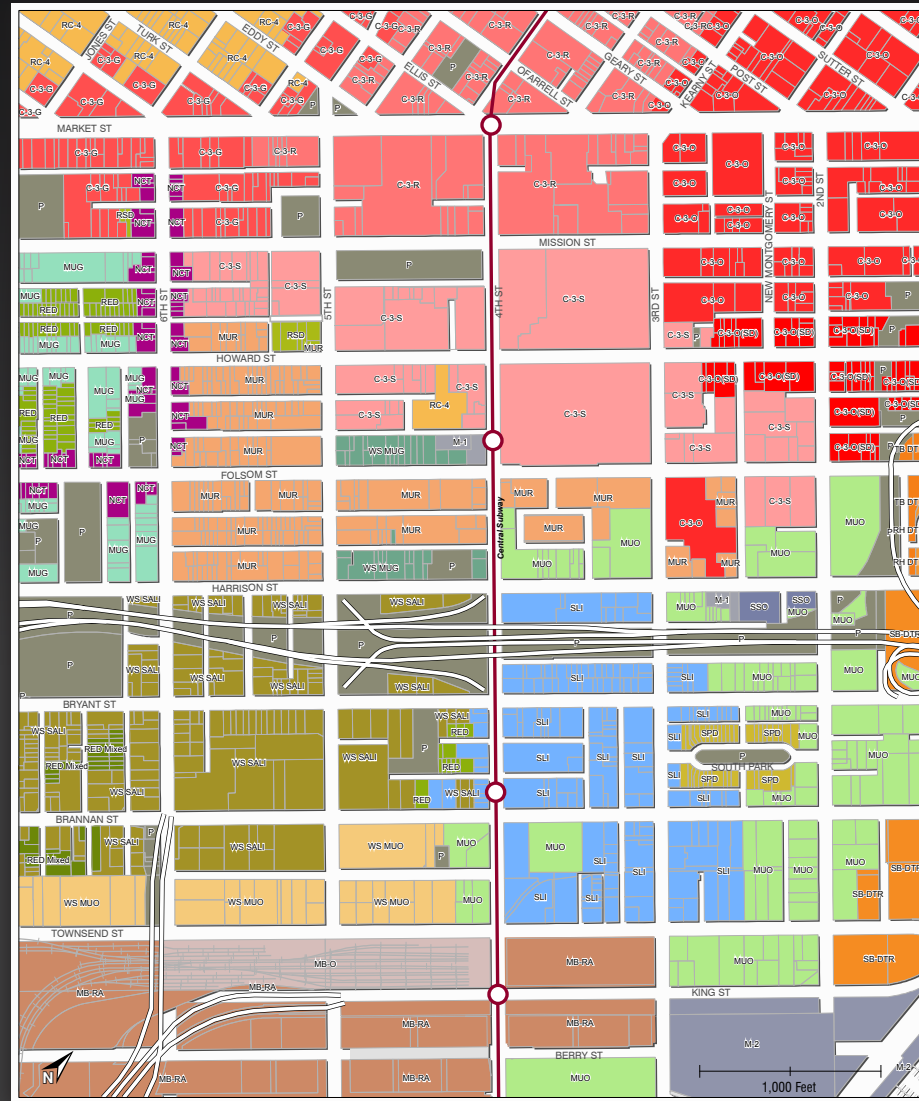
### Support a High Quality of Life

- Reinforce SoMa's mixed-use character by permitting a diversity of land uses
- Support open space
- Support and enhance cultural and public uses, especially in the Yerba Buena Area
- Development should help pay for necessary new infrastructure
- Support an Eco-District in the area



# Land Use: Baseline Zoning (Existing + West SoMa)

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



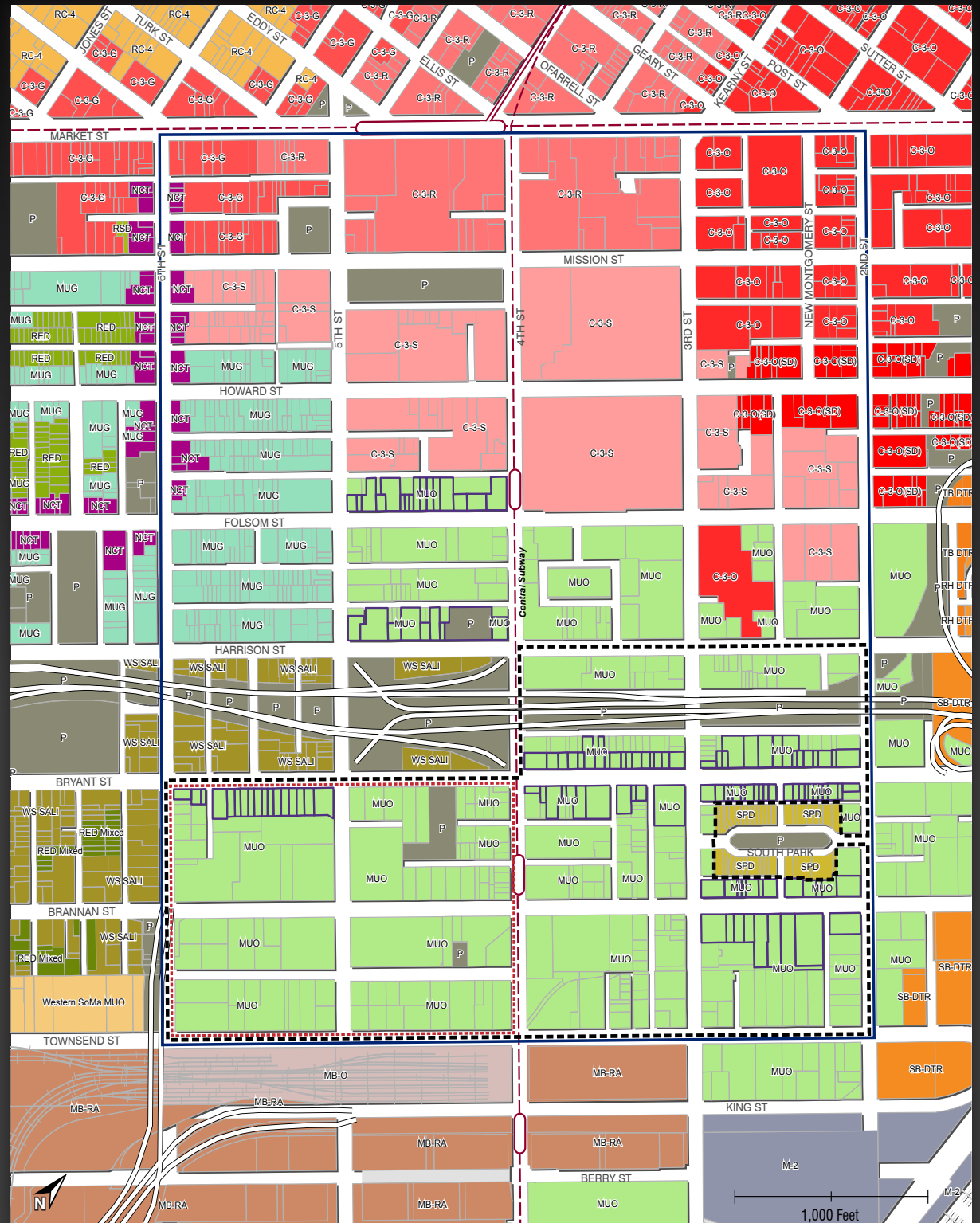
# Land Use: **What We've Heard**

- General support for increased development capacity south of the freeway.
- General support for favoring office development on large sites.
- General support for new housing, varied opinions on the amount of affordable housing.
- General support that the area should allow a diversity of uses, including retail and PDR. Disagreement over the role of entertainment and formula retail in this area.
- Disagreement over the viability and need to preserve and protect industrial and arts uses in this area.

# Land Use: Proposed Zoning

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

- Downtown is unchanged
- Mixed Use Districts consolidated into MUO east of 5th, MUG west of 5th
- Industrial districts rezoned to MUO except along freeway west of 4th.
- New South SoMa SUD requires commercial on large parcels
- New SoMa Entertainment SUD allows entertainment



# Urban Form

## Key Objectives and Principles

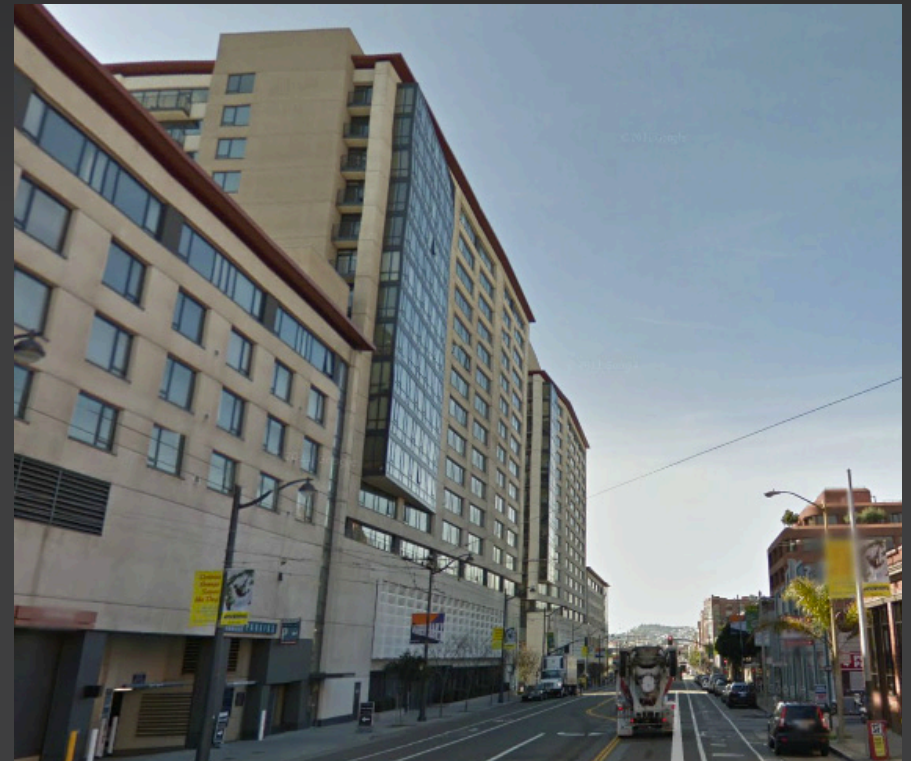
- Increase density and support growth of new economy workplaces with controls that reflect appropriate urban forms
- Enhance city skyline in harmony with and respectful of the city pattern, including views across SOMA to/from hills, bay, downtown
  - Reinforce 4th St. and use height to identify station
  - Focus height at the north and south, where there is greatest regional transit
- Enhance neighborhood livability and character, particularly streetwall scale, lot fabric, sunlight to open space, and historic resources
- Support the diverse culture and mixed-use character of the area with urban form controls that mesh with desired mix of uses



# Urban Form

## What We've Heard

- General support for higher heights south toward Townsend
- Concern about dominance of buildings that are tall (above 85') and broad on pedestrian experience and sunlight on key public spaces
- Concern about loss of existing fabric and mix of large and small buildings due to lot consolidation



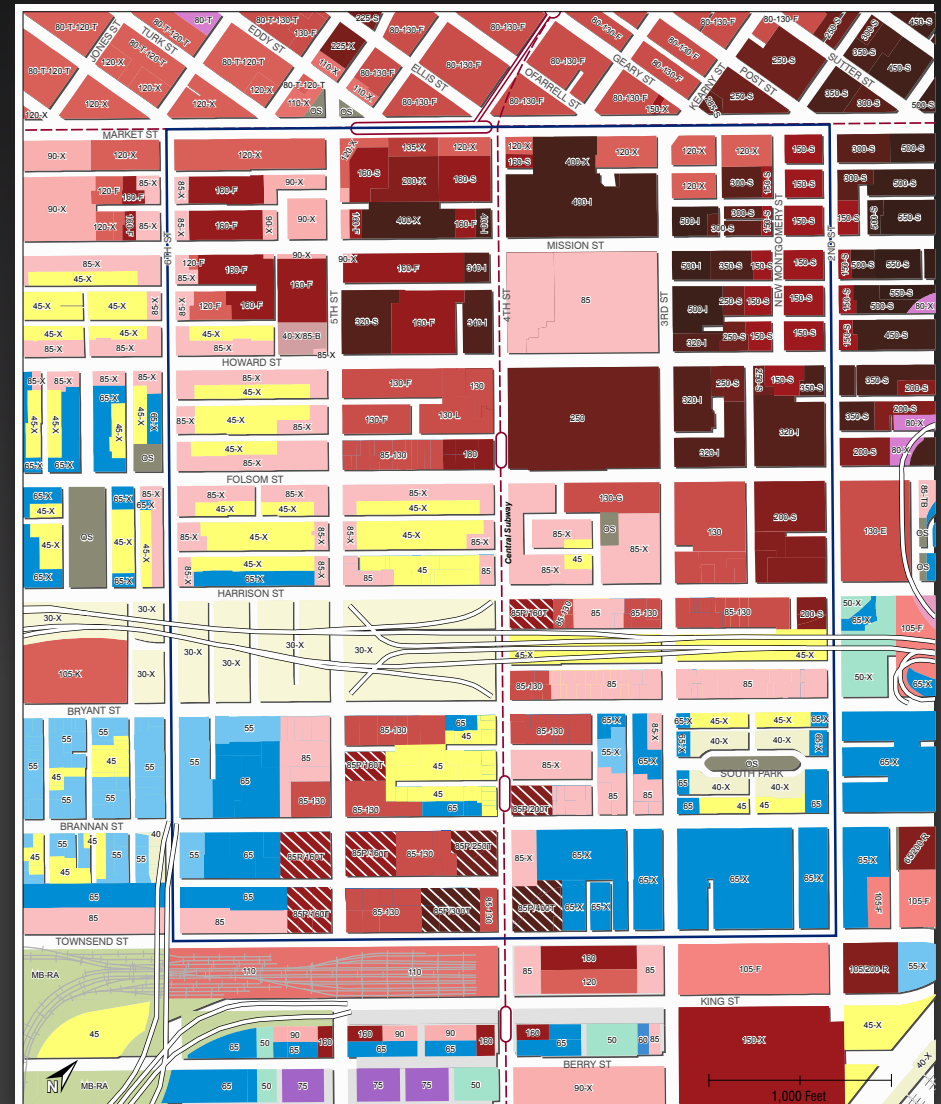
# Urban Form: Proposed Height Limits

- 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

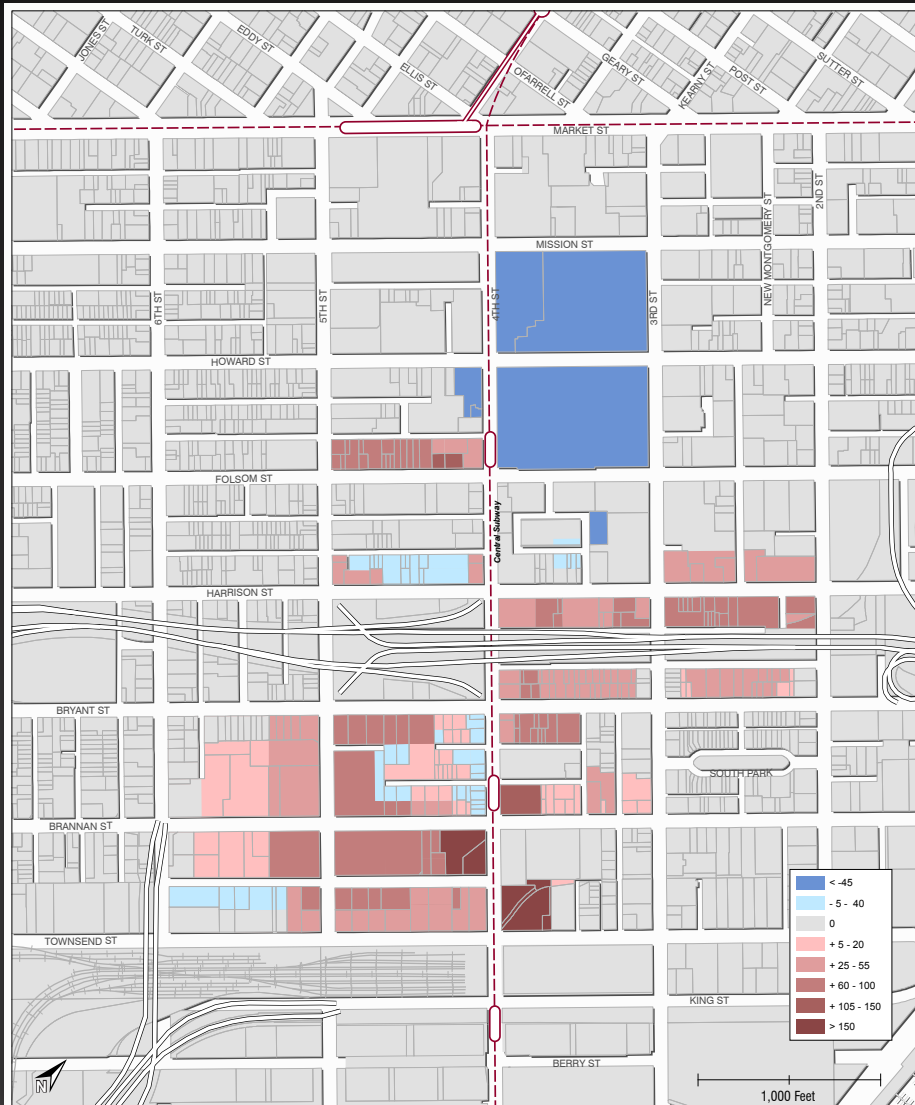


# Urban Form: Higher Height Limit Alternative

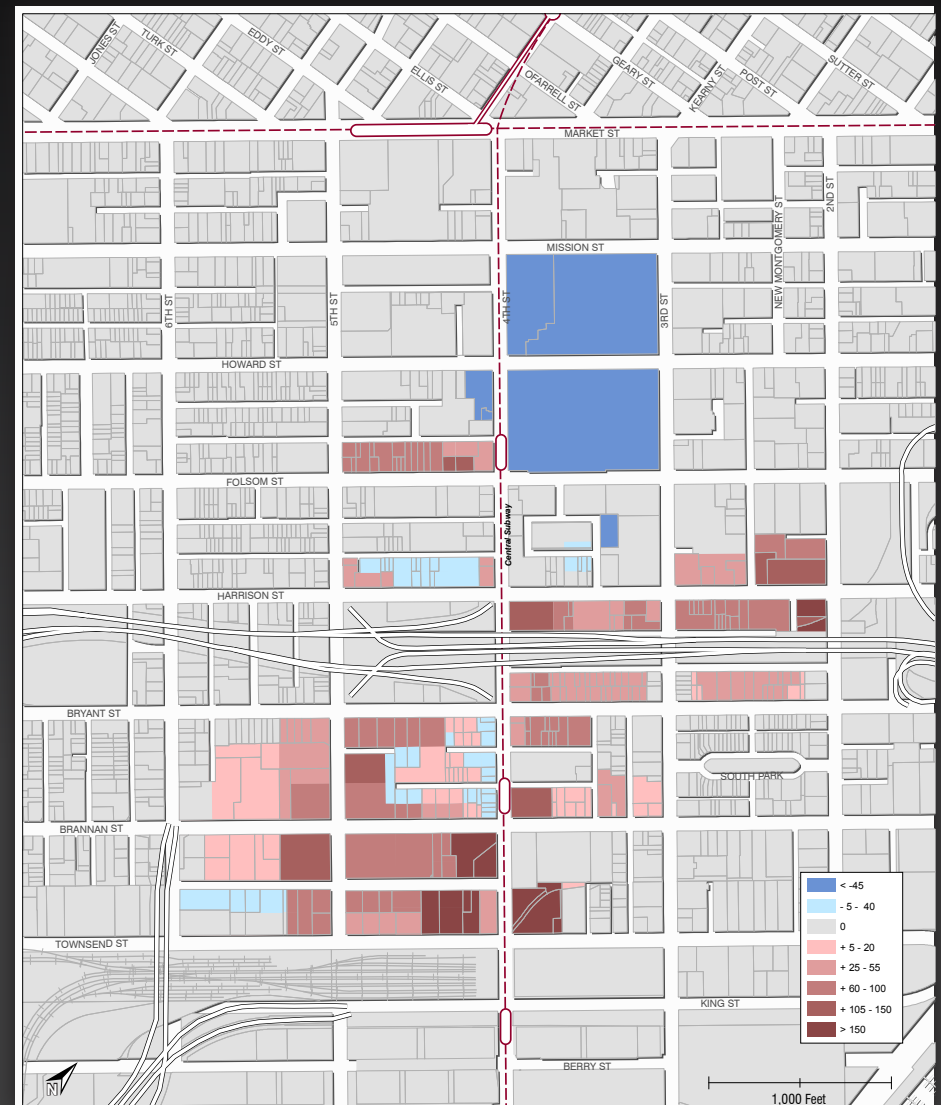
- Greater height at southern end of corridor
- 180' - 400' emphasis at stations
- Allows for 160' on large parcels along 4th and 5th Streets
- Extends 200' district on 2nd Street southward to freeway



# Urban Form: Change from Existing Zoning\*



Proposed Height Limits



Higher Height Limit Alternative

*\*assumes Western SoMa Plan adopted*



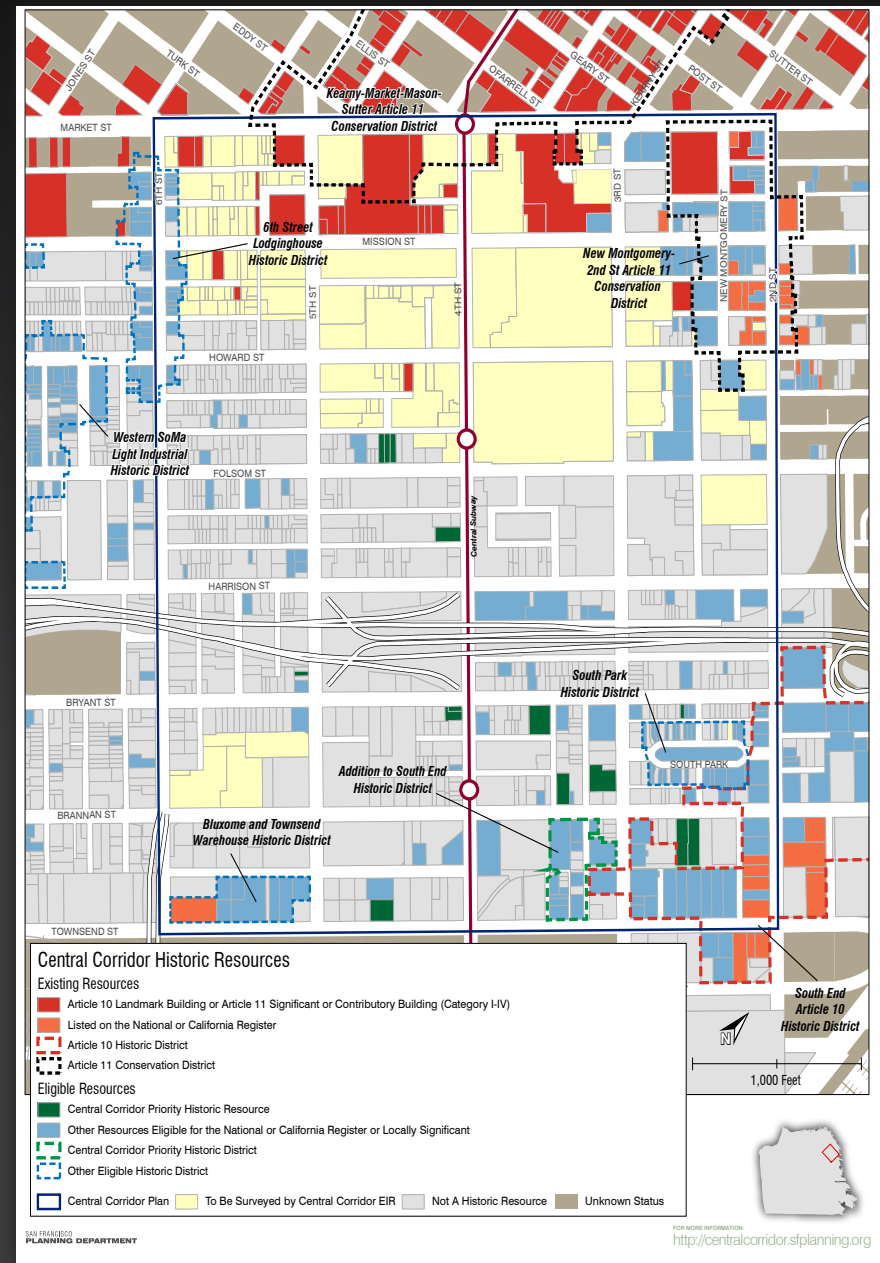
# Quality of Place and the SoMa Fabric

- **Historic Resources**
- **Lot consolidation controls**
- **Mid-block alley requirements**
- **Bulk controls, Mass Reduction and Setbacks**

# Quality of Place and the SoMa Fabric

## Historic Resources

- Initial identification of Priority Resources
- Expansion of South End Historic District
- Transferrable Development Rights:
  - Enable resources to sell
  - Require large new development to purchase
- Facilitate retention of both priority and non-priority resources through TDR, design guidelines for additions, lot consolidation controls



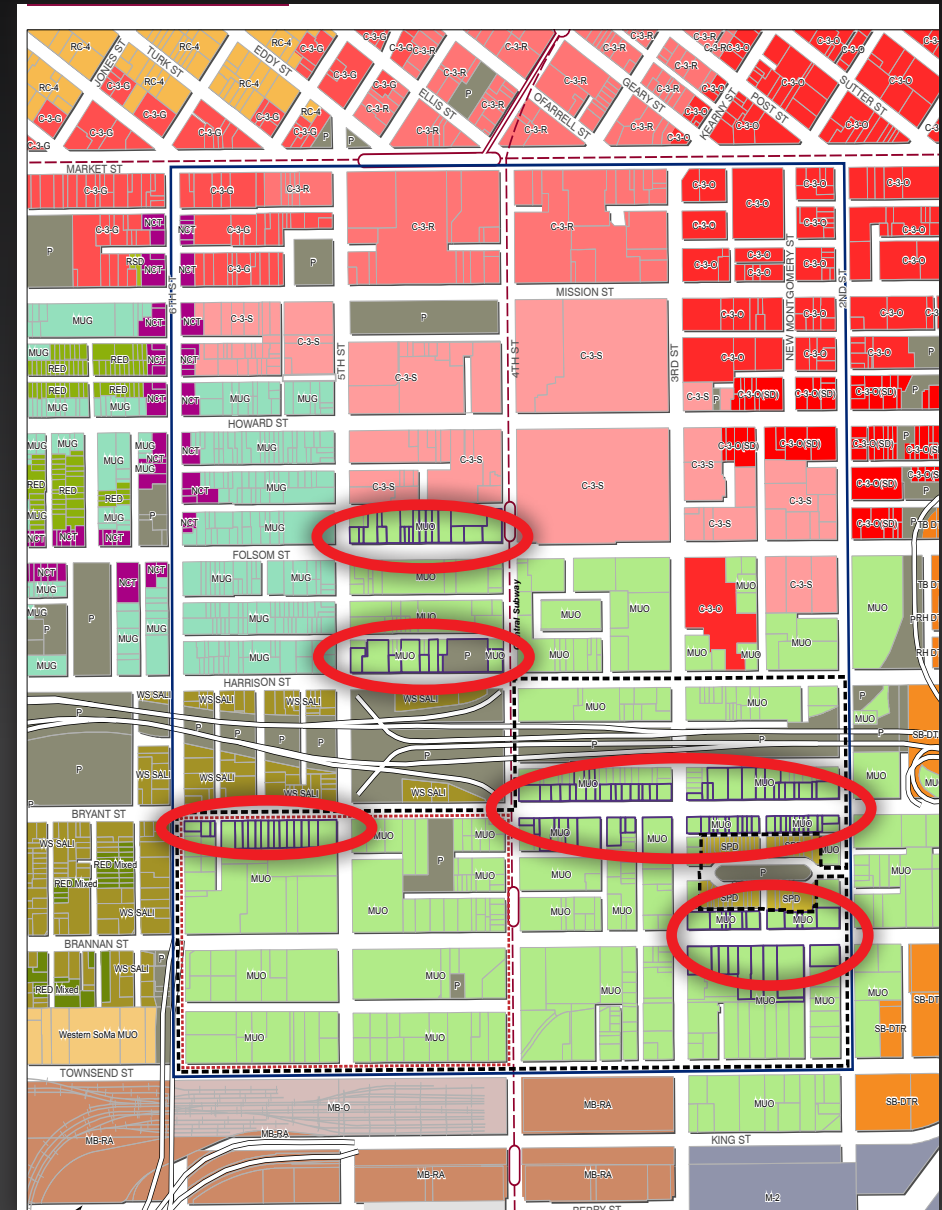
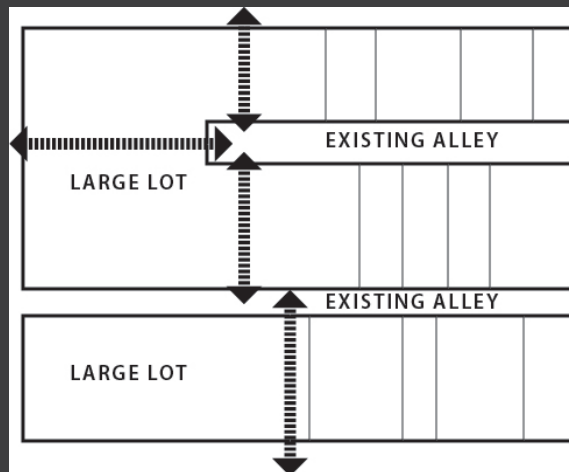
# Quality of Place and the SoMa Fabric

## Small Lot Consolidation Controls

- Conditional Use requirement to discourage consolidation of multiple small lots in certain areas

## Mid-Block Alley Requirements for Large Lots

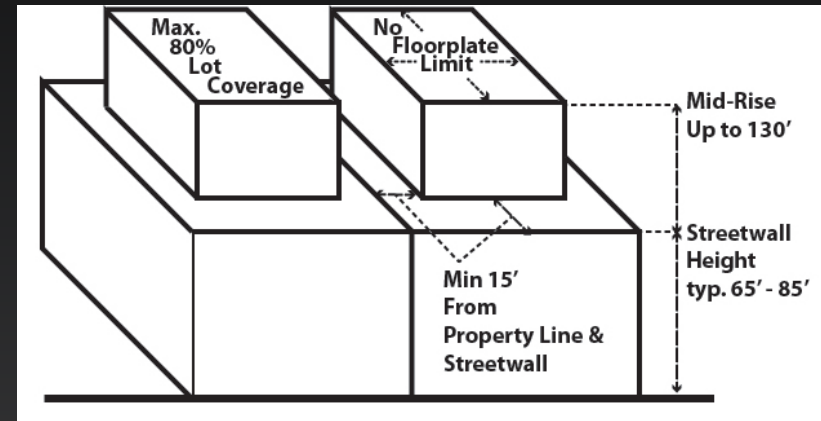
- Applies to lots with >200' frontage



# Urban Form: Quality of Place and the SoMa Fabric

## Bulk Controls, Mass Reduction and Setbacks

- Only large sites that can feature upper story setbacks allowed to rise above streetwall height
- Accommodate large floorplate mid-rise buildings characteristic of SoMa, but require setback of upper stories to reduce bulk from public realm and prevent blank sidewalls



## Central Corridor Design Standards (Fall 2012):

- (a) Design Guidelines for Key Sites
- (b) Additions to Existing Buildings
- (c) Design Controls (Bulk, Setbacks, FAR, Performance Standards)



# Buildout Capacity

	Housing Units	Jobs
Existing Housing and Jobs	6,700	34,500
Growth Potential under Existing Zoning	6,600	22,900
Additional Growth Potential under the Proposed Scenario	~6,000	~30,000

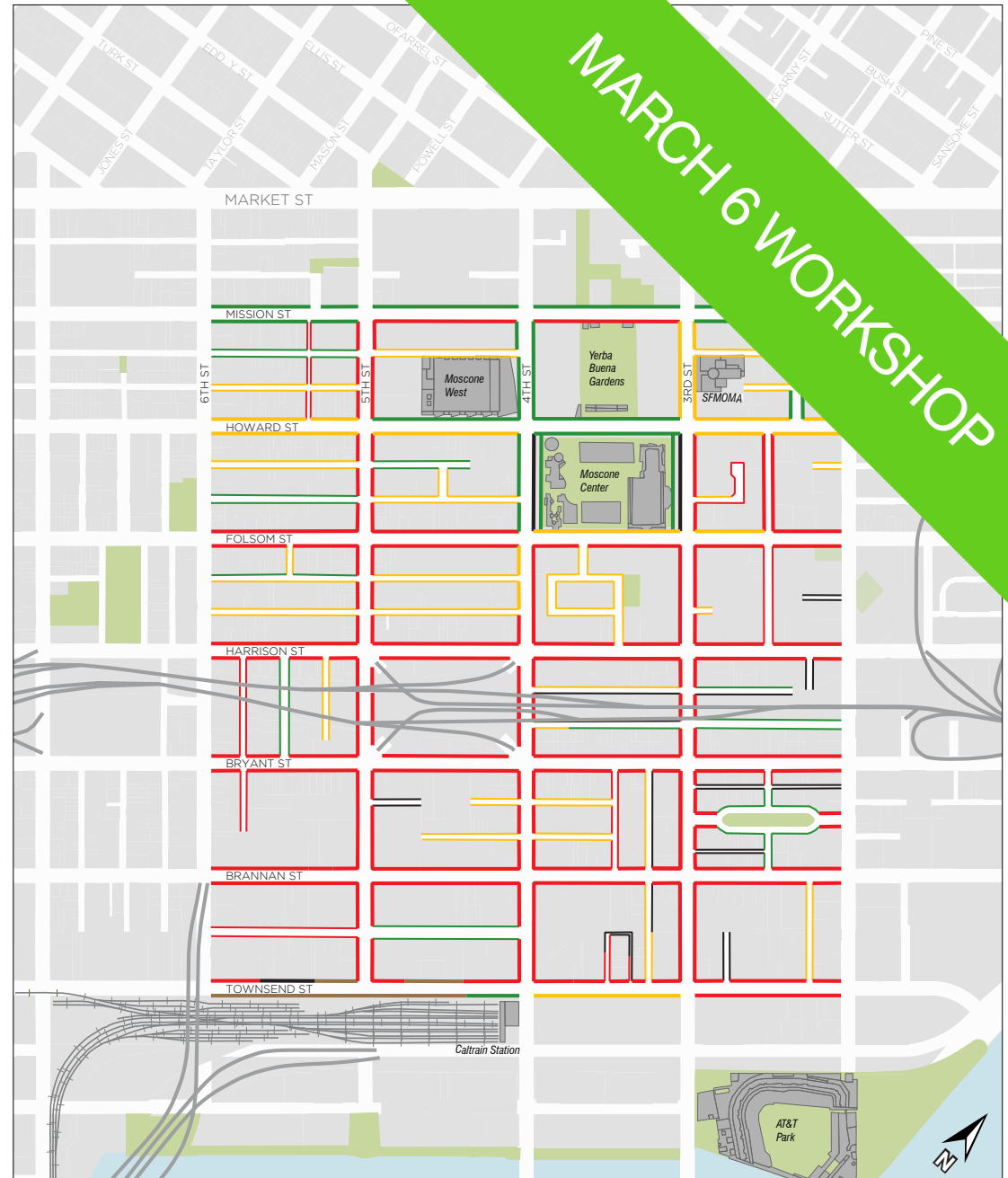
# Key Challenges: Sidewalk Width



- Majority of sidewalks **below minimum width** recommended in the *San Francisco Better Streets Plan*.
- Minimum of 12 ft. wide sidewalks required, 15 ft. recommended
- Existing average 8-10 ft.

EXISTING CONDITIONS

MARCH 6 WORKSHOP



- No sidewalk
- No sidewalk, pedestrian walkway provided (no curb)
- Sidewalk width less than Better Streets Plan (BSP) minimum (12' for major streets, 9' other)
- Sidewalk width meets BSP minimum but less than recommended (15' for major streets, 12' other)
- Sidewalk width meets BSP recommended width

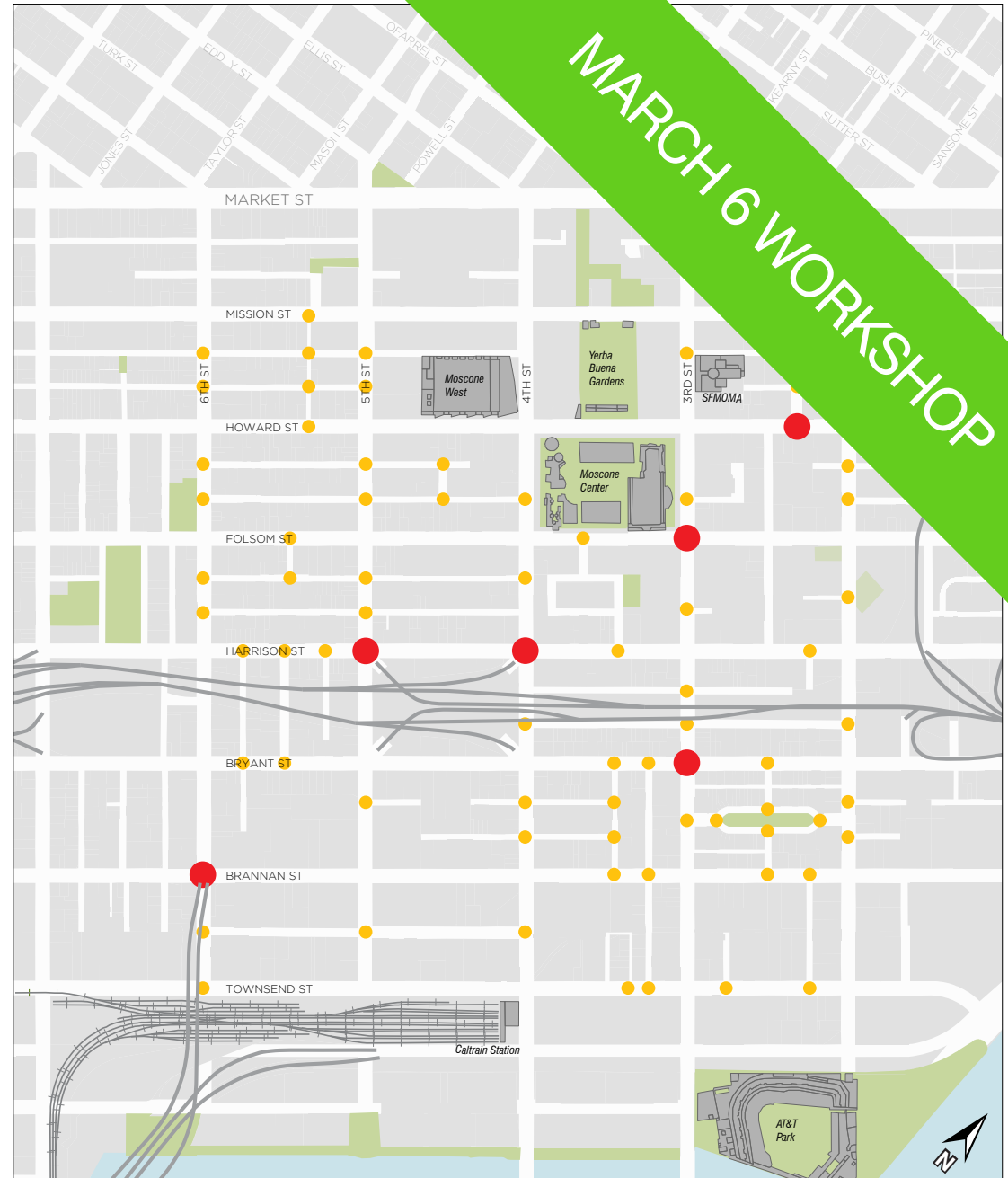
1,000 Feet

# Key Challenges: Pedestrian Crossings

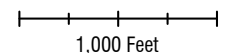


- Currently six **closed crosswalks** in plan area
- Intersections of minor streets/alleys with major streets usually **not marked** for pedestrian crossing
- I-80 and its ramp system serve as an imposing barrier to pedestrian crossing

## EXISTING PEDESTRIAN CROSSING CONDITIONS



- Red dot: Intersection with one closed pedestrian crossing
- Yellow dot: Intersection with one or more unmarked pedestrian crossing



# Key Challenges: Open Space Needs

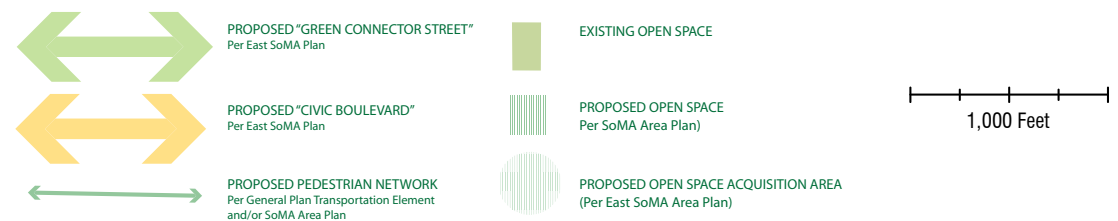


- Areas west of 4th Street and south of I-80 have been identified in previous plans as areas in need of open space.
- Streets/alleys have been identified as potential “green connections” linking neighborhoods to open space.

OPEN SPACE NETWORK

PREVIOUSLY PLANNED

MARCH 6 WORKSHOP



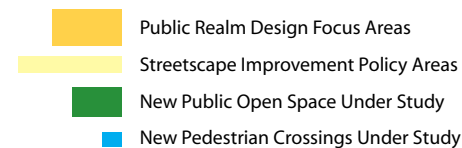
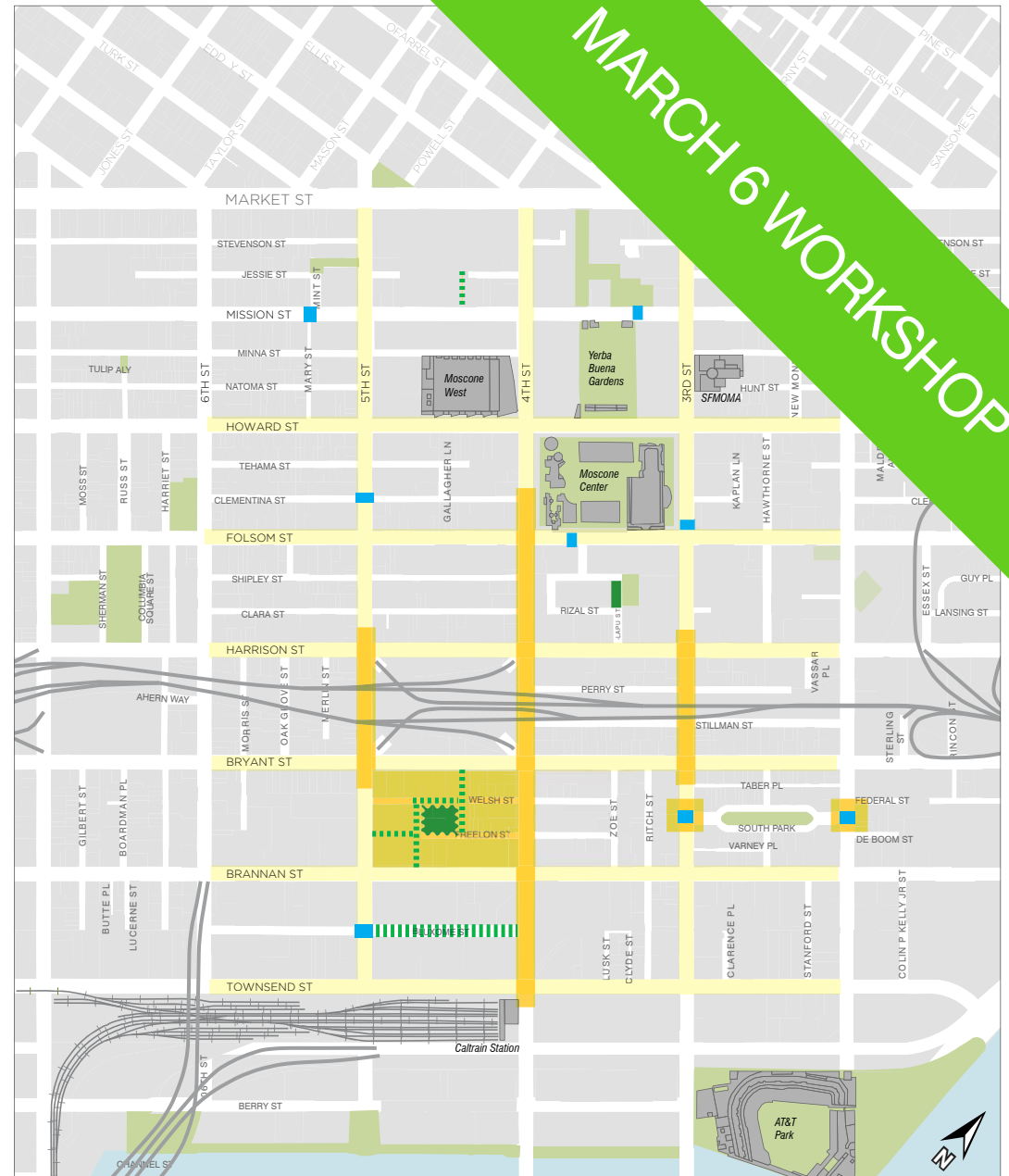


# Public Real Plan Goal:

*Create a public realm that supports the Central Corridor's growth as an urban, transit-oriented neighborhood.*

## Strategy:

1. Coordinate with other city projects and public realm planning efforts taking place in the study area.
2. Create conceptual designs and recommendations for selected focus areas.
3. Develop strategies to bring all streets into compliance with the *Better Streets Plan's* minimum sidewalk width standards.



## What we heard:

1. Strong support for **open space** ideas presented
2. Strong support for the **pedestrian improvements** presented
3. Need more **pedestrian crossings**
4. Planned **bicycle network** is too sparse

# Update:

## Most major streets will see improvements

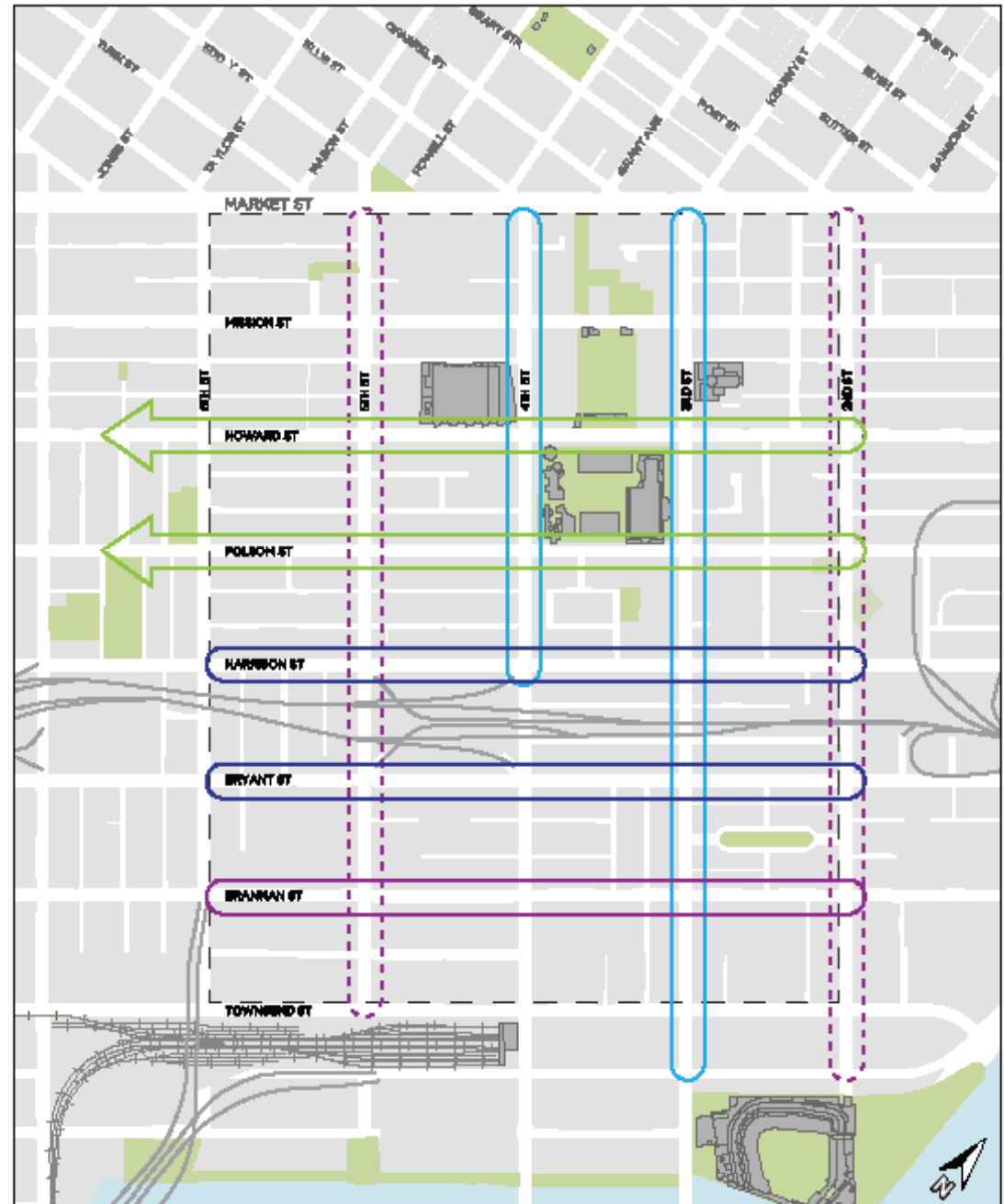
**Bryant and Harrison Streets:**  
Wider sidewalks

**Brannan Street:**  
Wider sidewalks, cycle tracks

**2nd and 5th Streets:**  
Bicycle Plan streets

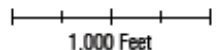
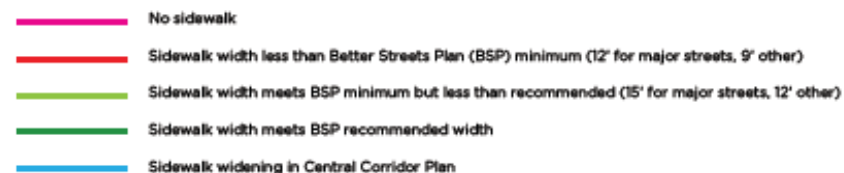
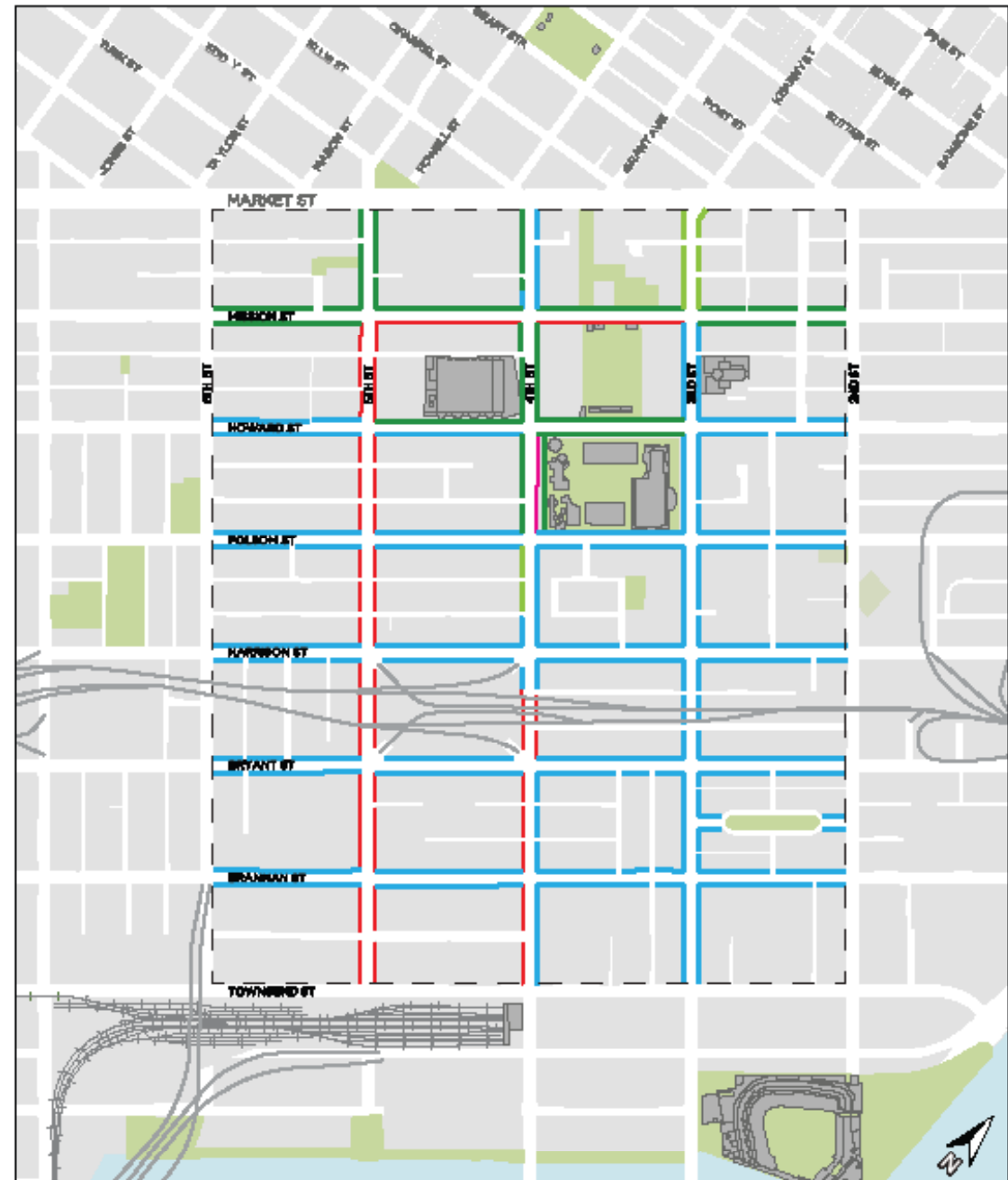
**3rd and 4th Streets:**  
Wider sidewalks, transit lane, cycle track

**Folsom and Howard Streets:**  
Per ENTRIPS, multiple options including cycle tracks, transit and pedestrian improvements



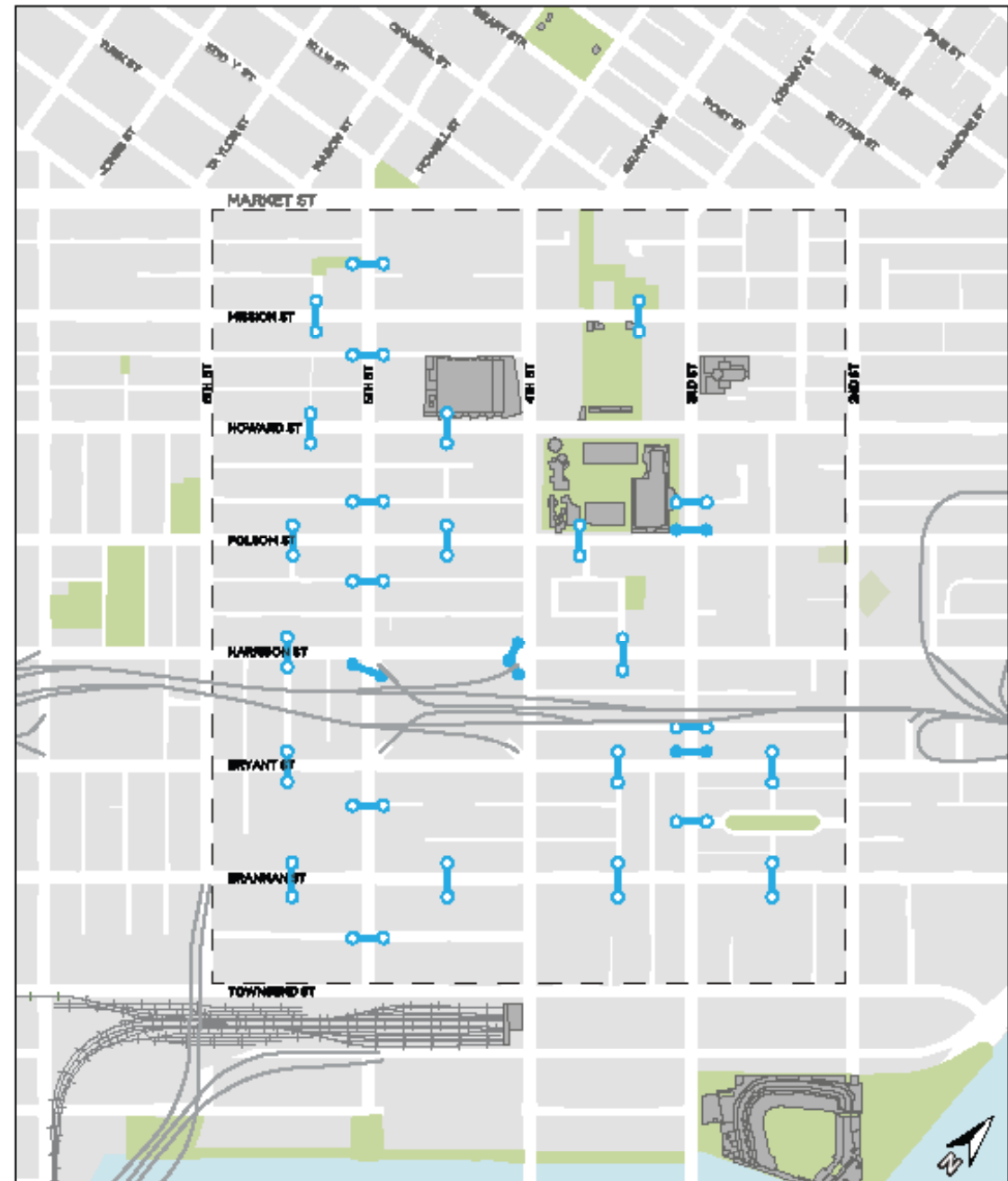
# Update: Sidewalks

- Wider sidewalks on most major streets in the plan area
- Reduction in on-street parking and/or travel lanes will be required on some streets
- 5th Street: opportunity to improve narrow sidewalks at Bike Plan implementation



# Update: New Pedestrian Crossings

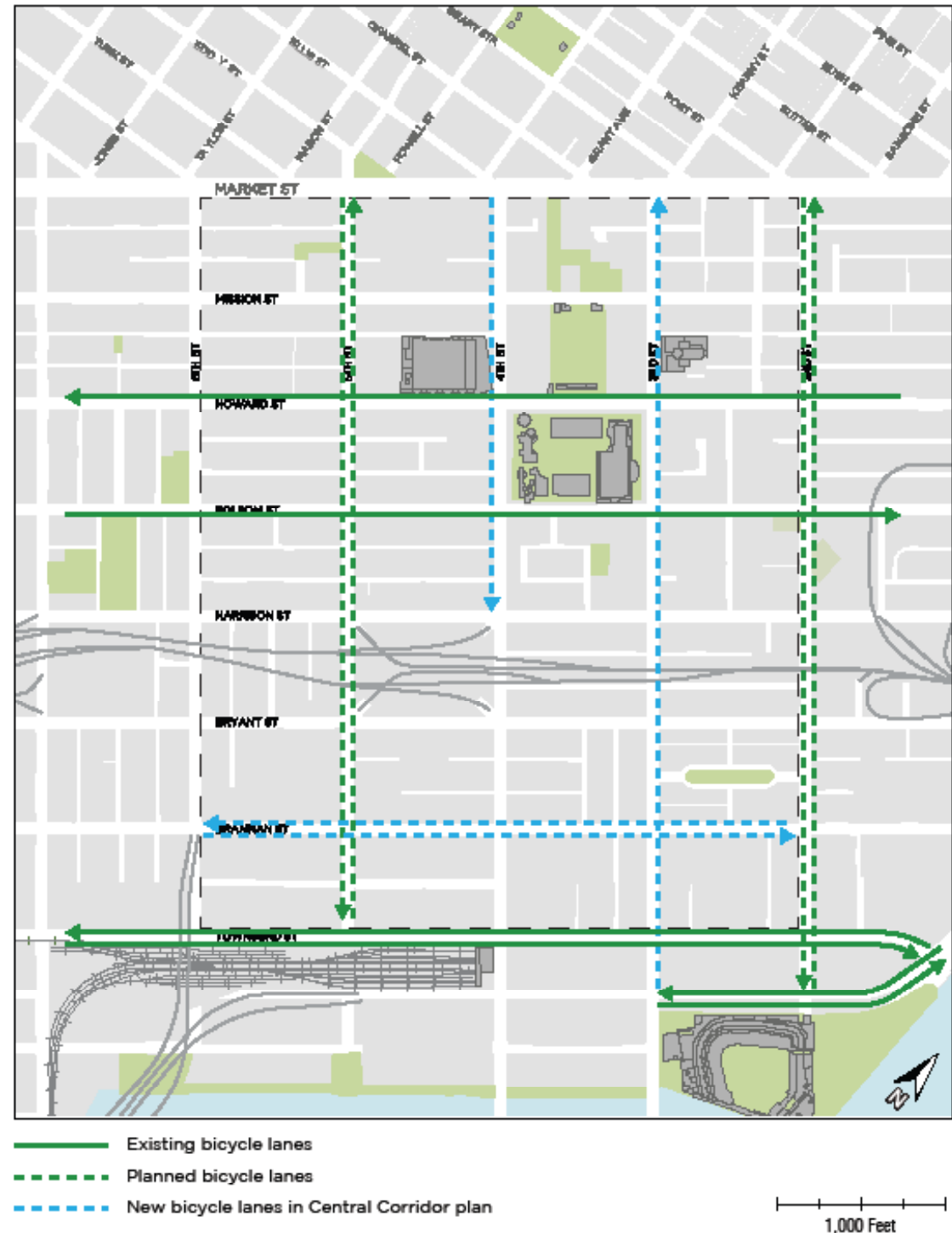
- Many blocks over 800 feet long
- 25 **new** signalized pedestrian crossings
- Open 5 closed crosswalks at existing signalized intersections





# Update: Bicycle Network

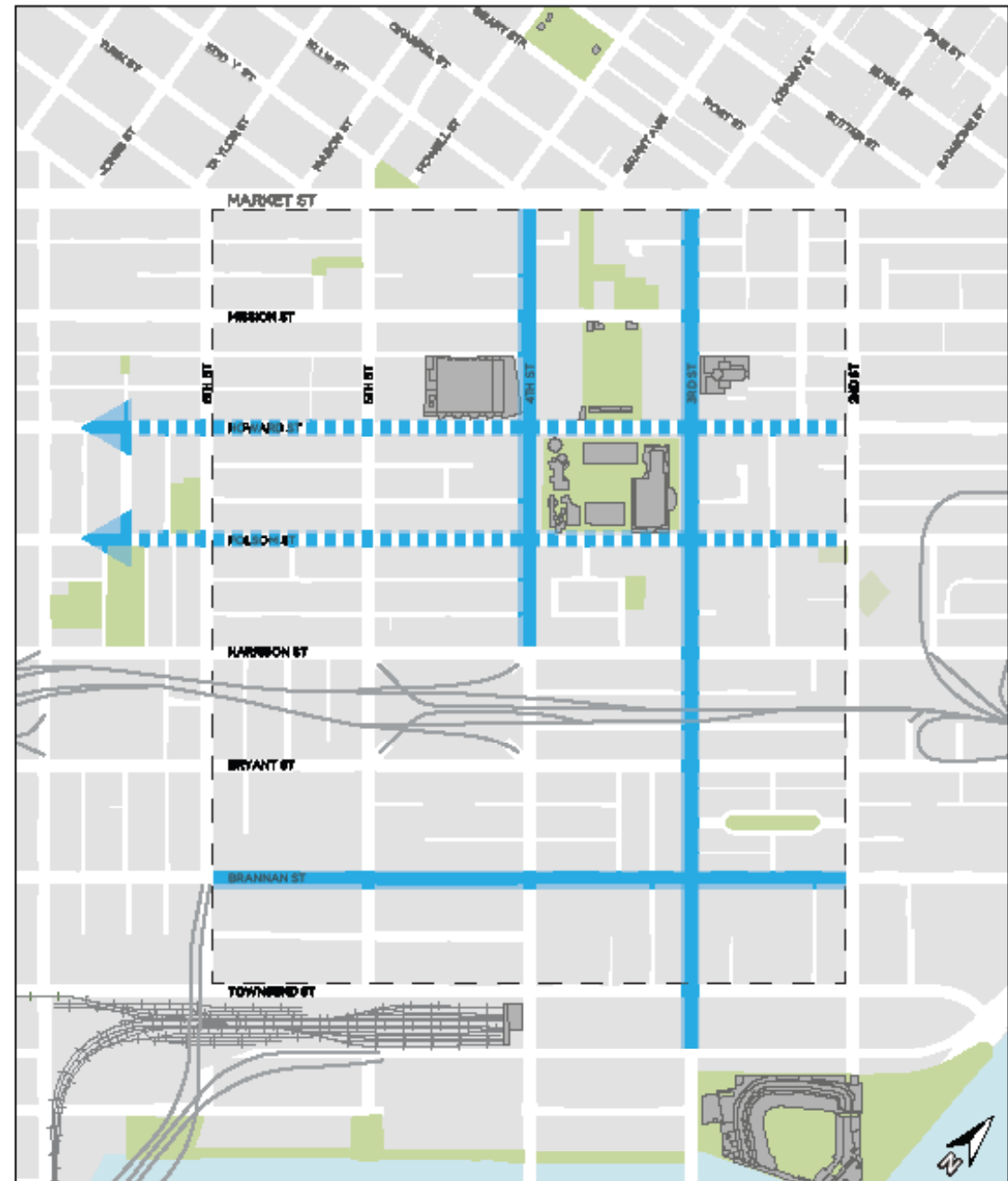
- New bicycle lanes or cycle tracks on Brannan, 3rd and 4th Streets
- Bicycle Plan includes new bicycle lanes on 2nd and 5th Streets
- ENTRIPS improvements to existing bicycle lanes on Folsom and Howard Streets extended through Central Corridor



# Update:

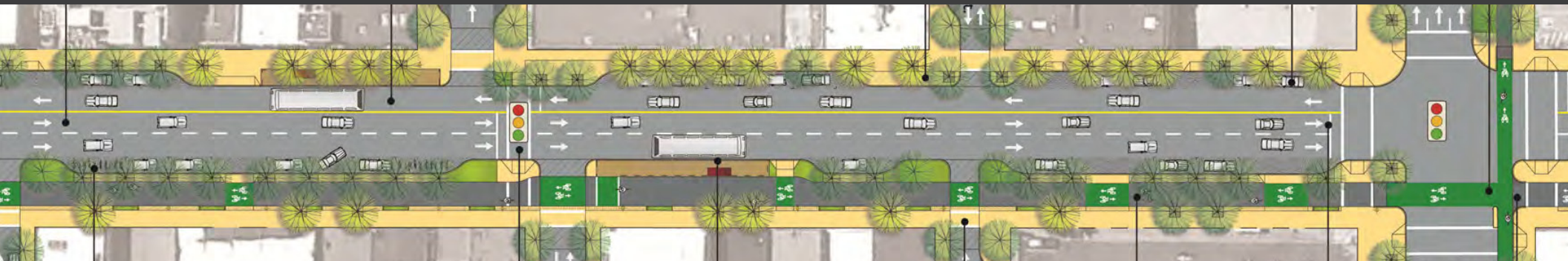
## Travel lane reconfiguration

- Brannan Street: one travel lane each direction, plus turn pockets
- 4th Street north of Harrison: 3 travel lanes southbound, plus one transit-only lane
- 3rd Street: 3 travel lanes northbound, plus one transit-only lane
- Folsom and Howard Streets: multiple options per ENTRIPS



# Update: Folsom and Howard Streets (ENTRIPS)

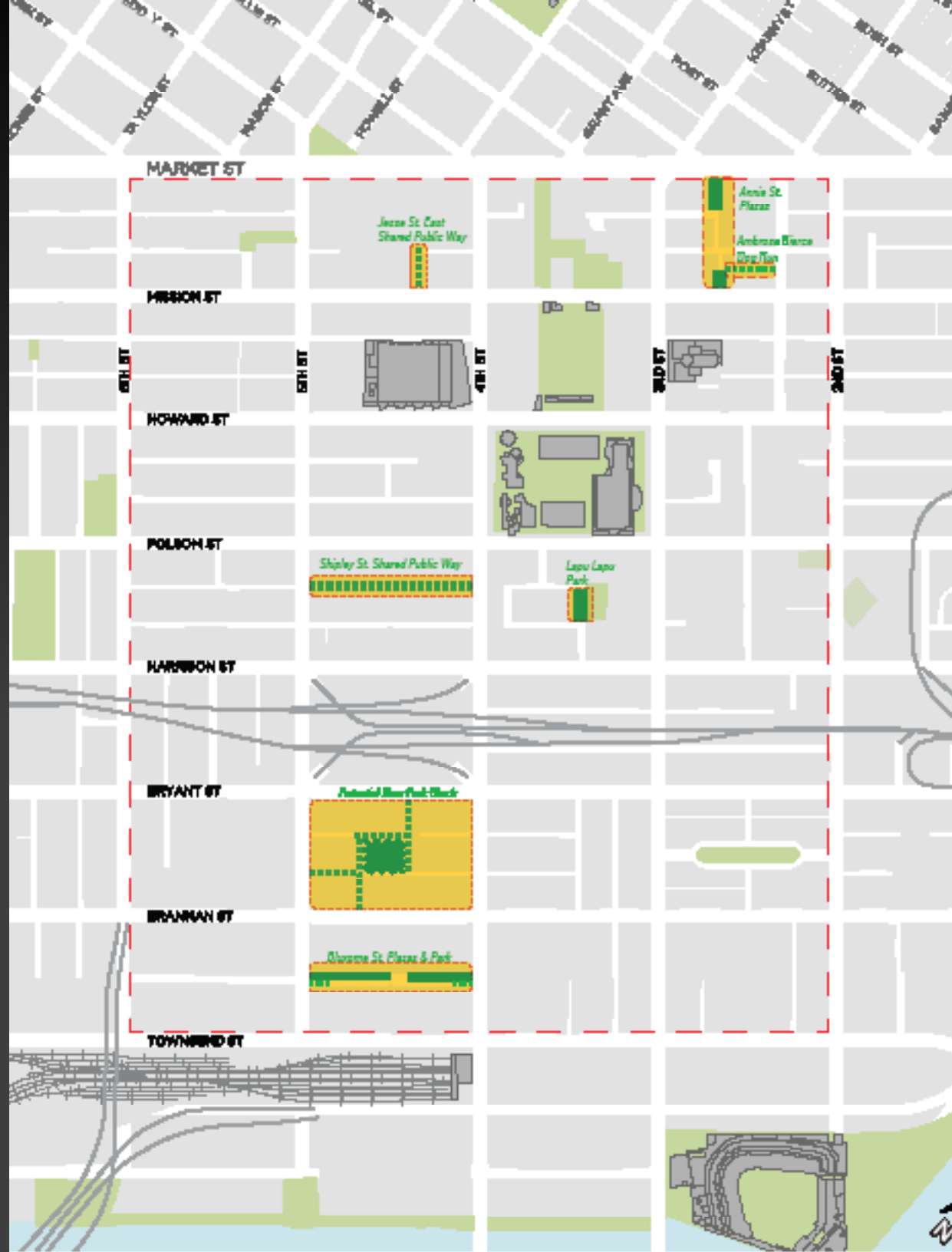
- ENTRIPS developed concepts for Folsom/Howard between **5th and 11th Streets**
- Transit Center District Plan includes plans for Folsom/Howard **east of 2nd street**
- Central Corridor Plan extends ENTRIPS concepts from **5th Street to 2nd Street**
- The City is identifying funding for environmental review of Folsom/Howard **between 2nd and 11th Streets**
  
- Option A: Folsom and Howard remain one way, both with 2 travel lanes, one-way cycle tracks and transit improvements
- Option B: Both streets become two-way. Folsom Street: one lane each direction, cycle tracks and transit improvements. Howard Street: two lanes each direction



ENTRIPS Final Report: Folsom Street operations concept

# Update: Open Space

- Proceeding with previously presented open space improvements:
  - Bluxome St. Plazas & Park
  - Bryant/Brannan Park Block
- Advancing open space improvements proposed in YBCBD Street Life Plan:
  - ShIPLEY St. Shared Public Way
  - Lapu-Lapu Park
  - Jesse St. East Shared Public Way
  - Ambroce Bierce Dog Run
  - Annie St. Plazas



# Update:

## Bryant/Brannan Park Block

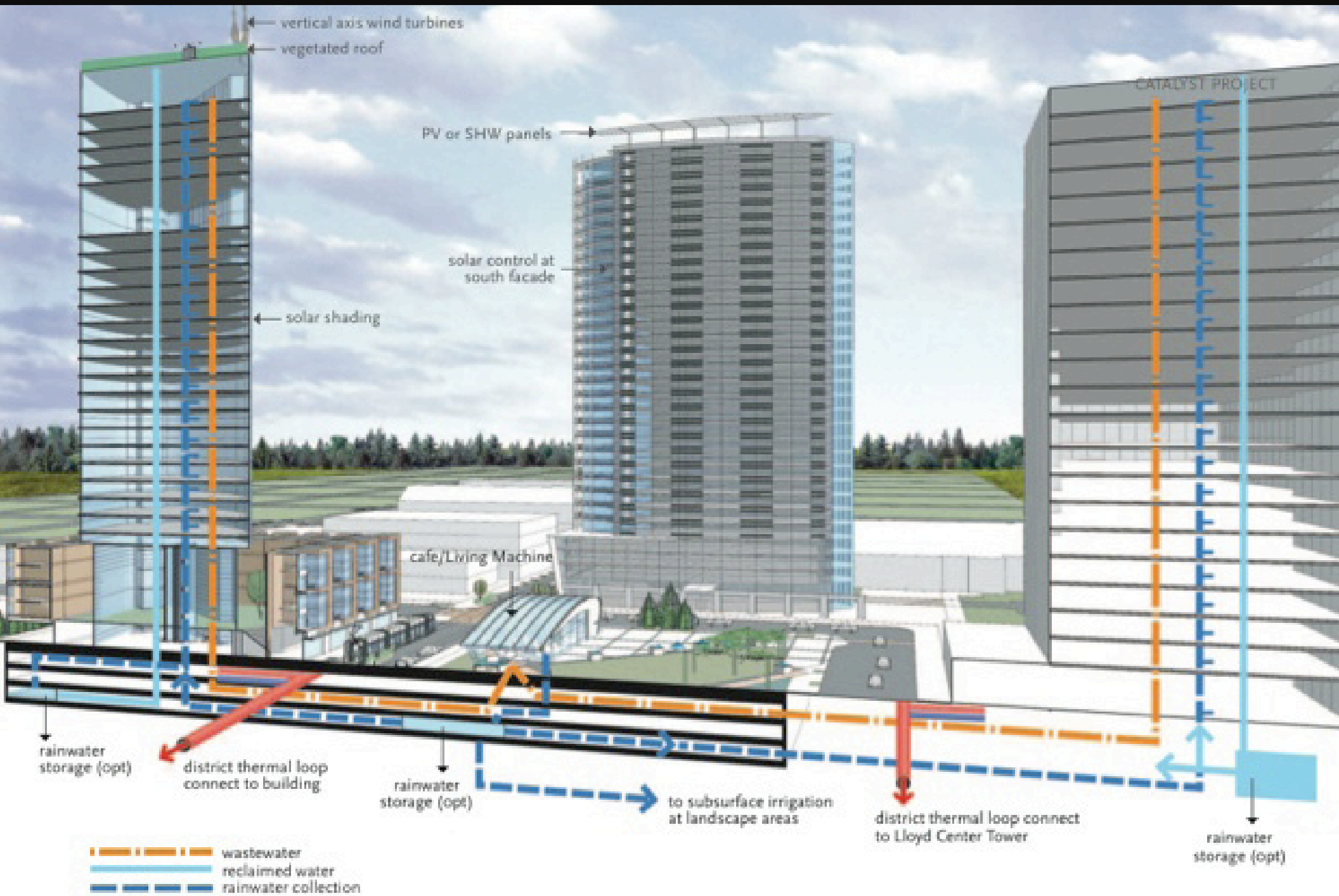
- Continue to study creation of new open space on SFPUC site.
- Strong interest from community as well as potential developers of adjacent soft-site.
- Activation of park key to success; programming will be developed with community.







1. State and City goals are here and need to be met
2. A coordinated approach to implementation can maximize efficiencies
3. This is an opportunity for the City of San Francisco



Note: This concept plan is not intended to represent specific planned or required development proposals.

## High-rise Alternate: Sustainable Strategies

UTILITIES

DEVELOPERS

NEIGHBORS

BUSINESSES



# Funding and Implementation

## Capital Improvements

- Open Space
- Streetscape Improvements
- Community Facilities

## Program Improvements

- Affordable Housing
- Business & Workforce Development
- Historic Preservation
- Sustainability

	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	●		●							●	●
Historic Preservation						●			●		
Community Facilities	●									●	
Business & Workforce Development							●	●	●	●	
Affordable Housing		●		●	●						
Sustainability			●						●	●	●





## NEXT STEPS

**Summer 2012: Initiate EIR**

**Fall 2012: Publish complete  
Draft Plan document**





SAN FRANCISCO  
**PLANNING**  
DEPARTMENT

# THANK YOU

<http://centralcorridor.sfplanning.org>