



SAN FRANCISCO PLANNING DEPARTMENT

Executive Summary Cesar Chavez East Community Design Plan

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Case No.: 2012.0777U
Project: Cesar Chavez East Community Design Plan
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Recommendation: None, Informational

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BACKGROUND

The Cesar Chavez East Community Design Plan project is an interagency effort led by the San Francisco Planning Department in partnership with the San Francisco Department of Public Works, the San Francisco Municipal Transportation Agency, The Public Utility Commission, and the San Francisco County Transportation Authority.

The main goal of the project is to develop a community-supported vision and a design for a street that is safe, comfortable and accessible to all modes of transportation. The project is funded by a two year planning grant from the Caltrans Environmental Justice: Context Sensitive Planning Program. Three outcomes of the project have been achieved: a strong community vision for the corridor, short-term and long term streetscape designs from Kansas Street to Illinois Street; a series of concept designs to improve connections under the 101 freeway to the newly rebuilt Cesar Chavez Street on the west side.

CURRENT PROPOSAL

The Cesar Chavez East Community Design Plan area comprises approximately one mile of Cesar Chavez Street in San Francisco's southeast quadrant. The plan area includes access points to two freeways (Highway 101 and i-280) and intersections with several other major city streets (Potrero Avenue, Bayshore Boulevard, 3rd street), and is close to stops of several transit lines (Caltrain, BART, and Muni 9L and T-3rd). While the westernmost part of the plan is surrounded by residential neighborhoods and city parks, most of the eastern part of Cesar Chavez Street is a vital truck route connecting the City's main industrial districts to highways leading to the Bay Bridge and to the peninsula.

As an important east/west connector, Cesar Chavez brings together the Mission, Potrero, Bernal Heights, Bayview, and Dogpatch neighborhoods and is also a vital link to the Blue Greenway and the Bay.

Framework Plans: Three main network were established to address the community vision: a public space network addressing the need to gather and be in the public realm; a cultural network addressing the rich history of the area and creating opportunities for its celebration; and an ecological network addressing the need to make ecological values an integral part of the final design of the corridor.

Design concepts for the corridor from Kansas Street to Illinois Street: The Cesar Chavez east Community design Plan developed two design concepts for the corridor to implement the community's vision.

- Concept A- would build bicycle lanes with robust landscape buffers and would include pedestrian improvements at selected intersections and where sidewalks are missing or impassable.
- Concept B- would build a two-way cycle track on the south side of Cesar Chavez Street, buffered by a wider landscaped buffer and would include pedestrian improvements at selected intersections and where sidewalk is missing or impassable.

Cesar Chavez/ Bayshore/ Potrero Intersection Improvements: In the Cesar Chavez/ Bayshore/ Potrero intersection area, Cesar Chavez Street, Bayshore Boulevard and Potrero Avenue change from ordinary city streets to a complex arrangement of bridges and ramps linking the three streets with Highway 101. The intersection is built in three levels, with pedestrians and bicycle circulation generally on the middle, ground level, while vehicles utilize all three; ramps connecting the streets and highway rise and fall between the three main levels. Because of this complex arrangement, pedestrian, cyclists and vehicles need to travel along an often confusing set of paths and streets. The plan design strategy has divided this complex network in specific segments- each segment has been evaluated and redesigned with localized, specific solutions for pedestrian, bicycle and vehicular improvements.

For more information visit the project website <http://CCE.sfplanning.org>

COMMUNITY PROCESS

Over the last two year, residents, commuters and neighborhood groups have participated in the community planning process and provided feedback to re-think Cesar Chavez Street as a truly multimodal corridor. Four public workshops have been held.

- Workshop #1: Building a Community Vision – February 10, 2011
- Workshop #2:: Developing Ideas for an inclusive street– June 27, 2011
- Workshop #3: Refining the Designs- August 24, 2011
- Final Open House: Final Designs- February 21, 2012

In addition to these meetings, additional outreach has been conducted in the form of stakeholder interviews, 8 focus groups, 2 walking tours and survey interviewing.

NEXT STEPS

The department will coordinate with partner agencies to identity funding opportunities for capital improvements. Additional analysis and outreach would be conducted once funding is secure.

REQUIRED COMMISSION ACTION

None.

RECOMMENDATION: None. Informational only
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