OCEAN AND GENEVA

CORRIDOR DESIGN

FINAL PLAN MARCH 2015

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Project Overview

Looking east on Ocean Avenue

The Ocean and Geneva Avenue Corridor Design Plan is a community-based design for Ocean and Geneva Avenues to improve access, safety, and connectivity to and from the Ocean Avenue commercial corridor and the Balboa Park Station. The interagency effort led by the San Francisco Planning Department is funded in part by Federal Funds for planning in Priority Development Areas.

GOAL

The goal of this project is to design a streetscape that improves the walking experience, better balances the needs of many different users, and creates a more enjoyable and visually pleasing street. Ocean Avenue is an important east-west arterial that connects many residential neighborhoods and is integral part of the transportation network.

The project aims to improve the public realm in the following ways:

- Establish a unified look and feel
- Develop a palette of new streetscape amenities (examples: street trees, sidewalk landscaping, pedestrian scale lighting, public art, seating)
- Improve the visual relationship between the sidewalk and adjacent property

OUTCOMES

- A strong community vision
- Build upon past studies and plans
- Develop concept designs for Ocean Avenue and Geneva Avenue
- Recommendations to improve the public realm
- Coordinate design and implementation within the larger Balboa Park Station Area

PARTNERSHIPS

Agencies

Bay Area Rapid Transit (BART)
City College of San Francisco (CCSF)
Office of Economic and Workforce Development (OEWD)
San Francisco County Transportation Authority (SFCTA)
San Francisco Municipal Transportation Agency (MTA)
San Francisco Public Works
San Francisco Recreation and Parks (RPD)

Community Partners

Balboa Park Citizen Advisory Committee
Excelsior Action Group
Ocean Avenue Association
San Francisco Bicycle Coalition

Looking west on Ocean Avenue

Chapter 1
Introduction

Introduction

PROJECT OVERVIEW

This Plan lays out a vision for Ocean and Geneva Avenues and provides a design framework for specific pedestrian, bicycle, transit and public realm improvements. This Plan also discusses how the proposed improvements might be funded and built over time.

Ocean Avenue is an east-west corridor that connects the Mission Commercial Corridor to the east and the Ocean Avenue Commercial corridor to the west. A number of residential neighborhoods surround the corridor. Despite the number of people that live near Ocean Avenue, go to school or use the Balboa Park Bart Station, the quality of the street environment is inadequate. There is an opportunity to improve the street environment to better serve local residents and regional travelers.

PROJECT BOUNDARY

This plan addresses Ocean Avenue between Manor Drive and Mission Street and Geneva Avenue between Phelan Avenue and the 1-280 freeway. This Plan proposes intersection improvements to address bicycle and pedestrian safety, improvements to transit in the area, and also ways to enhance the street environment to make it more comfortable and visually pleasing.

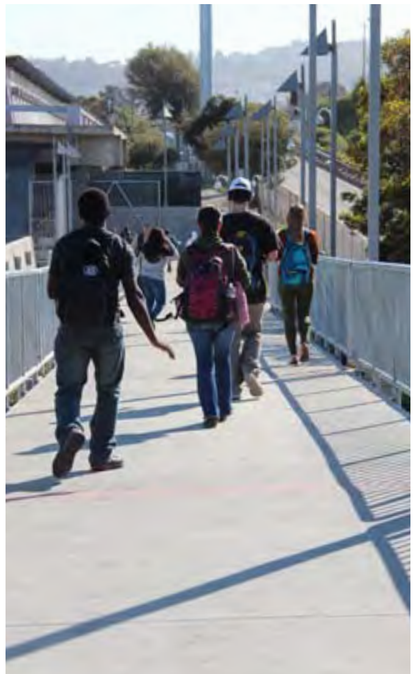
Because Ocean Avenue traverses many different neighborhoods, the Plan considers ways to celebrate the identify and character of each neighborhood but also bring unity and cohesion to the corridor as a whole.

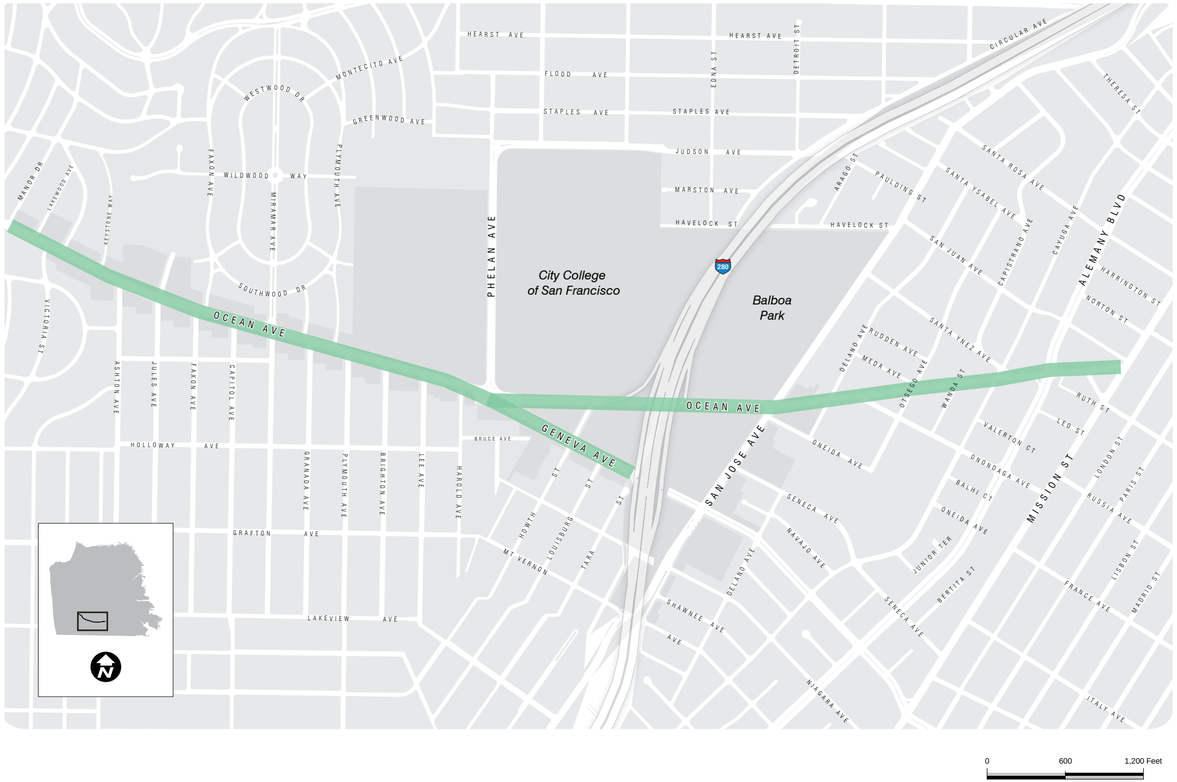
The community planning effort began as the Ocean Avenue Corridor Design Project with the goal of addressing two distinct stretches of Ocean Avenue.

- Near term construction project on Ocean Avenue between Manor Drive and Phelan Avenue with funding allocated from the 2011 Street Bond.
- Planning effort for Ocean Avenue between Phelan Avenue and San Jose Avenue with funding allocated for planning in Priority Development Areas (PDAs).

Three quarters of the way through the project, the scope was extended to incorporate two additional areas.

- Geneva Avenue between Phelan and I-280 was added to explore how the two corridors can work together to improve transportation options in the area.
- Ocean Avenue between San Jose Avenue and Mission Street was added to explore ways to better connect the Excelsior neighborhood to the Balboa Park Station.





Placemaking Opportunities

There are a number of opportune locations along Ocean Avenue to enhance the public realm. These locations and their challenges are illustrated on the map to the right. The proposed design aims to address these challenges and improve pedestrian safety and the public realm.

PHELAN/GENEVA/OCEAN INTERSECTION

- Pedestrian and bicycle safety
- Traffic congestion
- Fast moving traffic
- Short pedestrian crossing times and narrow crosswalks
- Not enough landscaping and greening

CCSF PEDESTRIAN BRIDGE & MUNI BOARDING ISLANDS

- Lack of lighting on the CCSF bridge
- Accessibility and safety concerns with bridge
- Vacant DPW owned parcels
- Not enough landscaping and greening
- Retaining wall functions as a barrier to City College entrance

HOWTH INTERSECTION/ I-280 OFF RAMP

- Fast moving cars exit the I-280 freeway
- Pedestrian and bicycle safety
- Deficient transit access to CCSF
- Poor visibility for vehicles exiting the freeway and pedestrians walking along Ocean Avenue

ENTRANCES TO BALBOA PARK STATION AND BALBOA PARK

- Not enough landscaping and greening
- Difficult to cross Ocean Avenue to access these facilities
- The two BART plazas (Ocean & Geneva) are not well connected and lack amenities such as seating and art work
- Balboa Park entrances are limited and uninviting

Related Efforts

BALBOA PARK STATION AREA CIRCULATION STUDY

The Balboa Park Station Area Circulation Study, completed in 2014, focuses on potential modifications to the Balboa Park Station and adjacent I-280 interchanges at Geneva Avenue and Ocean Avenue. The main goals of the Study were:

- Reduce multi modal conflicts (vehicles, transit, pedestrians) at the I-280 freeway ramps while not substantially degrading vehicle operations in the area, including the I-280 freeway mainline.
- Provide safe, accessible, and convenient connections for pedestrians, bicycle, and inter modal travelers.
- Develop cost effective solutions that support the community values and goals, without substantial construction related impacts, that can be implemented in 2–10 years.

The Study recommended aligning the Ocean Avenue off-ramp to a T-intersection, to improve pedestrian safety and slow vehicles exiting the freeway. This element is incorporated into the design for Ocean Avenue discussed in Chapter 4. Other recommendations from the Circulation Study are being pursued by the Transportation Authority as separate elements.

For more information visit: http://www.sfcta.org/transportation-planning-and-studies/current-research-and-other-projectsstudies/balboa-park-station-area-circulation-study

BALBOA PARK STATION AREA PLAN

The Balboa Park Station Area Plan, adopted in 2009, envisions enhancing and enlivening an area of San Francisco that is rich in transit and public realm opportunities. The Plan was the culmination of an extensive and comprehensive community 10 year planning process.

The Area Plan is informed by three key principles: 1) improve the area's public realm, 2) make the transit experience safer and more enjoyable, and 3) improve the economic vitality of the Ocean Avenue Neighborhood Commercial District.

This Plan builds upon and refines a number of policies including;

- POLICY 1.2.1: Improve access to and from the commercial district.
- POLICY 2.2.3: Re-design Ocean Avenue as a transit and pedestrian boulevard.
- POLICY 2.4.2: Improve and expand bicycle connections throughout the plan area.
- POLICY 5.3.1: Improve the visual and physical character of the Ocean Avenue Neighborhood Commercial District.
- POLICY 5.3.2: Redesign the main streets – Phelan, Ocean, Geneva, and San Jose Avenues – to encourage walking and biking to and from the Transit Station Neighborhood, City College, and the Ocean Avenue Neighborhood Commercial District.

BETTER STREETS PLAN

The 2010 Better Streets Plan created a unified set of standards, guidelines, and implementation strategies to govern how the City designs, builds, and maintains its pedestrian environment.

The Plan reflects the understanding that the pedestrian environment is about much more than just transportation. Streets serve a multitude of social, recreational, and ecological needs that must be considered when deciding on the most appropriate design.

In the Better Streets Plan, street types are based on existing land uses and width of the roadway. Within this Plan area, there are a number of different street type designations including;:

- Commercial Throughway: Ocean Avenue between Manor and Phelan
- Residential Throughway: Ocean Avenue between Phelan and I280 and Geneva between Phelan and San Jose.
- Neighborhood Residential: Ocean Avenue between 280 and San Jose.

For every street type, the Better Streets Plan identifies standard improvements such as greening, lighting, pedestrian safety measures, or site furnishings. The designs developed in this plan are consistent with the recommendations of the Better Streets Plan.

SAN FRANCISCO COMMUNITY COLLEGE DISTRICT FACILITIES MASTER PLAN

The San Francisco Community College District will be conducting a Facilities Assessment and comprehensive Master Plan to guide facilities planning and improvements for the next 10 years. The plan will address short and long term goals and objectives and will help the Board of Trustee's make decisions about improvements.

The San Francisco Community College District completed an Educational Master Plan in 2014. The Facilities Master Plan is intended to complement the Educational Master Plan. The Plan will include both an assessment of existing facilities at all City College campuses and an implementation plan. This process is anticipated to take 12-18 months, and will have a community engagement component as well as input and feedback from City agencies. This Plan should inform analysis and design recommendations that are developed during the Master Planning Process.

TRANSIT EFFECTIVENESS PROJECT AND MUNI FORWARD

SFMTA's Transit Effectiveness Project (TEP) is the first comprehensive effort in over 25 years to review Muni and recommend ways to make it a faster, more reliable and more efficient public transit system for San Francisco. The TEP launched in May 2006, has gathered ridership data, best practices, and input from community and policy makers. In March 2014, the SFMTA Board of Directors approved the majority of recommendations that emerged from this planning process. Transit improvements identified in this plan have been made in coordination with the SFMTA.

OCEAN AVENUE ASSOCIATION FIFTEEN YEAR PLAN

In August 2013, the Ocean Avenue Association (OAA) developed a 15-year Plan for the improvement of the Ocean Avenue Commercial Corridor. The recommendations were presented to the City and informed this community planning effort. Many of the improvements identified in the 15-year Plan will be implemented in 2015 as part of the Streets Bond project along Ocean Avenue between Manor and Phelan. Other improvements items have been tested and explored as part of this planning effort.

IMPROVEMENT ITEMS
1. Develop a plan to realign the Ocean Avenue I-280 freeway ramps to create more land available and plan the uses for this land. This action will make the ramps safer for pedestrians and bicyclists, and help to establish a pedestrian scale streetscape on Ocean Avenue. Establishment of a T intersection would allow traffic to be controlled and Left and Right turns to be made onto Ocean Ave instead of the current Right turn only unregulated off-ramp.
2. Plan the improvement of the pedestrian facilities from Phelan Geneva to the Ocean Ave. Tony Sacco BART Station entrance, including sidewalks, landscaping and lighting.
3. Establish uses for the 2 DPW owned plots on Ocean and Geneva Avenues. Develop a sketch level design to provide for the uses.
4. Redesign the Muni K Ingleside boarding islands for safety and aesthetic improvements.
5. Consider the pros and cons of under grounding the K streetcar line along the Ocean Ave. Commercial corridor.
6. Develop a plan to provide for needed open space and children's play areas, including the proposed Ingleside Library Park.
7. Establish a plan to deal with the pedestrian bridge.
8. Identify and widen sidewalks in the commercial district that are too narrow.
9. Prepare a landscaping and art enhancement plan for the commercial corridor.
10. Prepare a street furniture plan that enhances street life possibilities for the commercial corridor.
11. Identify intersections to improve pedestrian conditions and prepare design ideas for these locations.
12. Prepare a sidewalk lighting and a Holiday lighting plan for the commercial corridor.
13. Explore the possible establishment of a green wave speed for the Ocean Ave. Corridor to accommodate transit vehicles, motor vehicles and bicycles.

Recommendations for improvements prepared by the Ocean Avenue Association, shown in the table above

Related Projects

BALBOA PARK STATION AREA IMPROVEMENTS

Following the adoption of the Area Plan, the San Francisco Municipal Transportation Agency (MTA) completed two planning studies of the Balboa Park Station Area: the Balboa Park Pedestrian and Bicycle Connection Project (2009) and the Balboa Park Station Capacity Study (2011). These two planning studies identified recommendations for transportation improvements in and around the station. Many of these improvements are being implemented by the SFMTA, including:

- 13 wayfinding signs installed on side streets leading to transit facilities
- Lighting improvements on the south side of Ocean Avenue between Howth and San Jose
- Pedestrian accessibility upgrades on Ocean Avenue at I-280 off-ramp, at the Bart station exit and at San Jose

BALBOA PARK EASTSIDE CONNECTION PROJECT

Implementation of this project is in coordination with the Green Light Rail Track replacement project. Improvements include:

- Accessible, structurally reinforced pathway from the completed Westside Project over the concrete planter
- New Eastside deck and head house structure
- New accessible pathway to Muni Metro
- Elevated accessible pathway and continuous railing to the existing station entrance, as well as a new entrance by the BART ticket vending machines
- Potential interior upgrades: clerestory glass panels, travertine panels, pigeon netting, and enhanced lighting

GREEN LIGHT RAIL CENTER TRACK REPLACEMENT PROJECT

The Curtis E. Green Light Rail Center facility is the terminus for the J Church and K/T MUNI lines and serves as a cleaning and repair facility for light rail vehicles. Improvements to the facility will be implemented in phases with an expected completion date of December 2016. The following improvements are planned:

- Replace worn storage track and switches
- Upgrade overhead contact system and electrical system
- Improve lighting within the yard
- Construct a boarding platform with ADA accessible ramp at San Jose as an embarkation point for the J and K lines
- Add landscaping around the yard adjacent to the sidewalk along San Jose and Ocean Avenue

INVEST IN NEIGHBORHOODS

Invest in Neighborhoods is an interagency partnership to strengthen and revitalize neighborhood commercial districts around San Francisco. The initiative, led by the Office of Economic and Workforce Development (OEWD) is currently being piloted in 25 commercial districts. The program aims to strengthen existing business, improve physical conditions, increase quality of life, and increase community capacity.

Ocean Avenue is an Invest in Neighborhoods corridor. A City Hall point person to working closely with the Ocean Avenue Association on a range of economic development initiatives and has been a partner in the development of this plan.

For more information visit: http://investsf.org/

MOBILE PARKLET

The portable parklet is an initiative driven by the Ocean Avenue Community Benefit District, which aims to support and increase pedestrian safety, neighborhood identity, and beautification along the retail corridor. The Ocean Avenue Association worked closely with high school students from the Youth Art Exchange, to develop, design, and build a portable parklet. Merchants along the retail corridor can host the portable parklet in front of their business for a six-month period. Six locations have been pre-approved by the City; and more may follow if fronting businesses express interest and proposed locations meet screening criteria. The following locations were approved:

- Foglifter Cafe: 1901 Ocean Ave. (Inaugural site, installation August 2014)
- Japanese Bistro: 1410 Ocean Ave
- Ingleside Library: 1298 Ocean Ave.
- YogurtLand: 1250 Ocean Ave.
- Whole Foods Market: 1150 Ocean Ave.

Clockwise, from top left: Balboa Park Bart Station rendering, Green Light Rail Center landscaping plan, New Wayfinding Sign, Invest in Neighborhoods website, and Mobile Parklet in front of Fog Lifter

CCSF Pedestrian Overpass

Chapter 2
Existing Conditions

Existing Conditions

STREET ENVIRONMENT

The current configuration of Ocean and Geneva Avenues is inadequate given the number of people who access and use the street. With high volumes of vehicles exiting and entering the I-280 freeway, and fast moving traffic, the street environment is not inviting or pleasant. The street lacks pedestrian amenities such as seating, consistent street trees, and pedestrian scale lighting. The sidewalks are narrow with uneven pavement, and there are sub-standard curb ramps in some locations.

EXISTING STREET CONFIGURATION

Ocean and Geneva Avenues between Phelan and San Jose are wide arterial streets. Both streets are designated as bicycle routes (Route 84 and Route 90), are important transit corridors well used by local and regional commuters, and major thoroughfares given the proximity to the I-280 freeway.

Ocean Avenue (Phelan to San Jose)

The existing right-of-way from curb to curb varies between 49'-93' The roadway narrows at Howth. The current configuration of Ocean Avenue includes:

- Two lanes of traffic in the west bound direction and one lane in the east bound direction. (One westbound lane from San Jose to the 1-280 off-ramp)
- MUNI K line in the center lanes.
- MUNI line 49 in the curbside lane
- Sidewalks on both sides of the street
- Bicycle lanes or bicycle sharrow in each direction
- Parking lane on the south side of the street

Ocean Avenue (San Jose to Mission)

The existing right-of-way, from curb-to-curb, is 46'. The current configuration includes:

- One lane of traffic in each direction
- 9'-11' sidewalks on both sides of the street
- Eastbound bike lane, westbound bicycle sharrows
- Parking lane on both sides of the street

Geneva Avenue (Phelan to I-280)

The existing right-of-way, from curb to curb, is 64'. The current configuration of Geneva Avenue includes:

- Two lanes of traffic in both directions
- 8-9' sidewalks on both sides of the street
- Bicycle sharrows in the eastbound and westbound direction
- Parking on both sides of the street

VEHICULAR CONDITIONS

Vehicular traffic along Ocean Avenue peaks in the morning and in the late afternoon/early evening. The traffic flow generally coincides with commute patterns and activity at City College.

There are roughly 52 parking spaces along Ocean Avenue between Phelan Ave and San Jose Ave. 38 spaces are located on the south side of the street, and 14 spaces on the north side of the street.

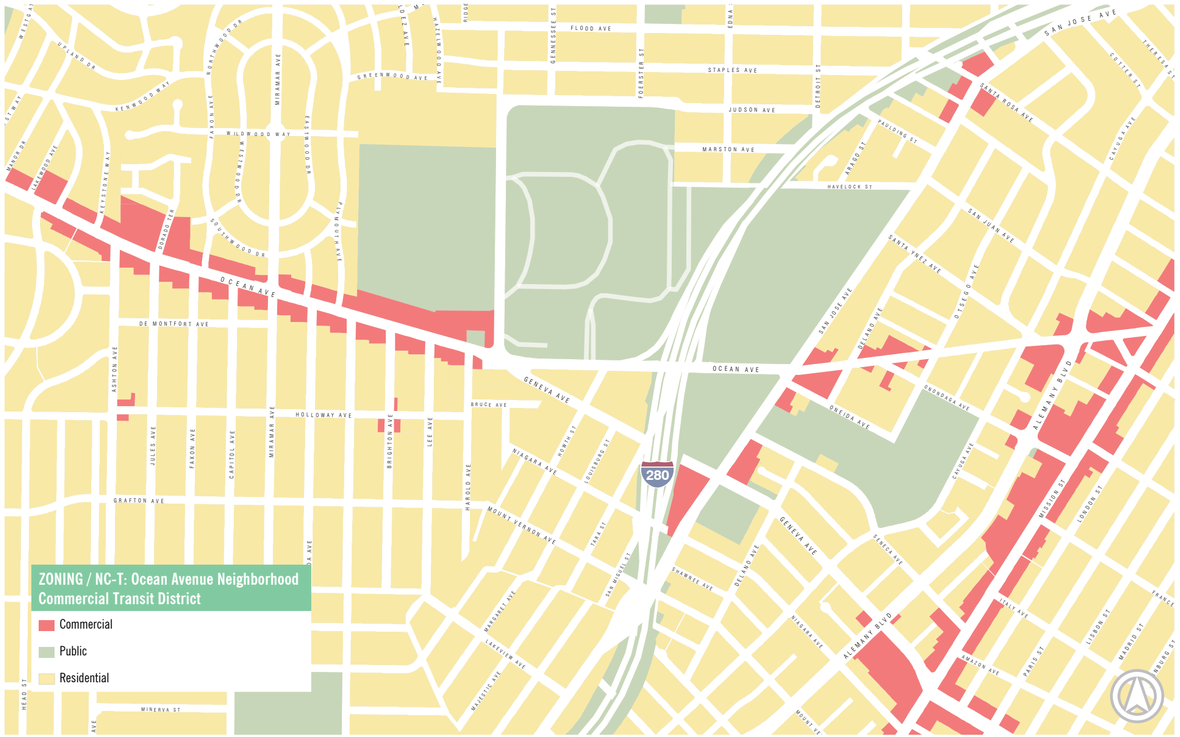
There are roughly 80 parking spaces along Geneva Avenue between Phelan Ave and the I-280 freeway. 43 spaces are located on the south side of the street, and 37 spaces on the north side of the street.

There are roughly 125 parking spaces along Ocean Avenue between San Jose and Mission (including the small block of Santa Yenez). 49 spaces are located on the south side of the street, and 76 spaces on the north side of the street.

Clockwise, from top left: Ocean and Phelan looking east, Balboa Bart Plaza at Ocean, Ocean Avenue I-280 Off-ramp, and Balboa Park at Ocean

LAND USE – ZONING

Most of the Ocean Avenue commercial corridor has ground floor commercial businesses, restaurants and retail, and housing above. East of Phelan Avenue, the land use character is predominately residential with the exception of City College and Lick-Wilmerding High School. Geneva Avenue between Phelan and I-280 is characterized by primarily residential land uses.



LAND USE – VACANCIES

Ocean Avenue between Manor and Phelan is identified as an Invest in Neighborhoods corridor. In February 2013, the Invest in Neighborhoods program collected information about vacant storefronts and empty lots along this stretch of Ocean Avenue.

DEMOGRAPHICS

The project boundary encompasses a few neighborhoods. The following demographic information incorporates data within the Balboa Park Area Plan.

The median age is 44 years old compared to 27 years Citywide. There are more people under the age of 17 and over the age of 60 compared to the city.

Car ownership is slightly lower compared to ownership patterns citywide. Median household income is slightly higher when compared to the city as a whole. The number of family households is higher than the citywide percentage. There are more non-family households (24%) and fewer single-family households (17%) compared to the city as a whole.

The area has a higher percentage of households with education levels at high school or less and a lower percentage of college degree or post graduate degree households compared to the city as a whole.

POPULATION

26,532

vs. 805,235 Citywide

POPULATION DENSITY

13 per acre

vs. 27 Citywide

MEDIAN AGE

44

vs. 38.5 Citywide

NO. OF HOUSEHOLDS

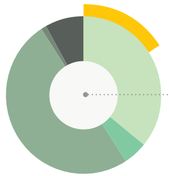
9,733

vs. 345,810 Citywide

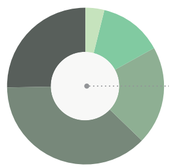
MEDIAN HOUSEHOLD INCOME

$85,768

vs. $72,022 Citywide



RACE / BACKGROUND	CITYWIDE	OCEAN AVENUE
White	48%	36%
Black	6%	5%
Asian	33%	50%
Native American / Hawaiian or Pacific Islander	1%	1%
Other / Two or More	11%	8%
% Latino	15%	16%
Male / Female Ratio	51/49%	49/51%
Foreign Born	36%	45%
Linguistic Isolated Households	14%	19%



AGE	CITYWIDE	OCEAN AVENUE
Under 5	4%	4%
5 to 17	9%	13%
18 to 34	30%	20%
35 to 59	37%	37%
60 and over	19%	25%

HOUSEHOLDS	CITYWIDE	OCEAN AVENUE
Family Households	44%	59%
Single-Person Households	39%	17%
Non-Family Households	17%	24%
Average Household Size	2.3	3.2
Average Family Household Size	3.1	3.9

INCOME	CITYWIDE	OCEAN AVENUE
Median Family Household Income	$86,670	$97,340
Per Capita Income	$45,478	$36,692
% Poverty	12%	8%
Unemployment	7%	9%

EDUCATION

Over half of the adult population has some college or graduated from college.

NO. OF HOUSING UNITS

8,460

vs. 376,940 Citywide

RESIDENTIAL DENSITY

8 units per acre

vs. 12 Citywide

UNEMPLOYMENT

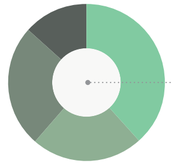
9%

vs. 7% Citywide

% OF HOUSEHOLDS WITHOUT A CAR

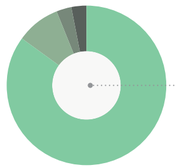
26%

vs. 30% Citywide



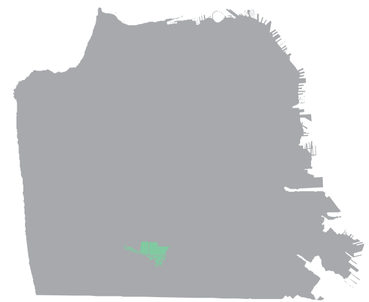
EDUCATION	CITYWIDE	OCEAN AVENUE
High School or Less	29%	38%
Some College / AA Degree	20%	23%
College Degree	31%	25%
Post Graduate	20%	13%

HOUSING	CITYWIDE	OCEAN AVENUE
Renting Households	62%	22%
Rental Vacancy Rate	3.4%	4%
Median Rent	$1,260	$1,315



HOUSING TYPE	CITYWIDE	OCEAN AVENUE
Single Family Housing	33%	85%
2–4 Units	21%	9%
5–9 Units	10%	3%
10 units or more	35%	3%

Source: 2008–2012 American Community Survey (Census tracts used to approximate Ocean Avenue study area those within the plan area)



TRANSPORTATION

The Plan Area is well served by a number of transit lines, including the 8, 8BX 29, 43, 49, and 54. In addition, the K Muni line travels along Ocean Avenue from Balboa Park Bart Station to the Embarcadero.

MAJOR TRANSIT LINE	
K Ingleside	
M Ocean	
J Church	

CROSS LINES	
8, 8BX, 49	on Ocean and Phelan Avenue
43	on Geneva and Phelan Avenue
29	on Plymouth Street

WALKING	
Key Walking Streets	(*see map*)
High Priority Segments	(*see map*)

BUSINESS MIX

Educational Services, Professional Services and Retail Trade account for the top three employment categories, respectively.

NO. OF EMPLOYEES

17,972

vs. 444,630 Citywide

NAICS BUSINESS CATEGORY	EMPLOYEES
Agriculture, Forestry, Fishing, Hunting & Mining	188
Construction	1,085
Manufacturing	1,148
Wholesale Trade	296
Retail Trade	2,088
Transportation, Warehousing & Utilities	775
Information	747
Finance, Insurance, Real Estate, Rental, & Leasing	1,298
Professional, Scientific, Administrative & Waste Management Services	2,731
Educational Services, Health Care & Social Assistance	3,577
Arts, Entertainment, Recreation, Accommodation & Food Services	2,042
Public Administration	882
Other Services (except Public Administration)	1,115

Source: 2007-2011 American Community Survey 5-Year Estimates

CCSF Pedestrian Bridge

The CCSF Pedestrian Bridge was constructed in 1978. Designed by the City and County of San Francisco, Department of Public Works, Bureau of Engineering, the bridge is a four span structure connecting Geneva Avenue to City College of San Francisco (CCSF). The bridge also provides access via stairways to light rail platforms in the median of Ocean Avenue. The bridge spans Ocean Avenue east of Phelan Avenue and is used by light rail vehicles (LRV) and trolley busses. Both vehicle run on electric power provided by the Overhead Contact System (OCS) which is a series of electrified wires suspended over the roadway

The pedestrian bridge, approximately 227 feet in length, made of reinforced lightweight concrete, is a single-cell box girder which features a 10 foot wide walkway bounded by 42" steel picket railings. The walkway is mostly level except for the southernmost span which is sloped at approximately 8%. Arched columns are supported by a system of spread footings and grade beams. Two of the column bents feature stacked arches which support precast concrete stairs and steel picket railings. Seat type abutments and spread footings provide support at each end of the bridge.

Through this planning effort there has been much interest in improving crossings for pedestrians. There is strong support to remove the entire bridge due to concerns around personal safety and the desire to redirect pedestrian activity to the street. There has also been interest in improving the bridge with lighting or paint, and celebrating the architectural elements. (At the first workshop, participants were asked about ways to improve the bridge. See page 28 for more details). To address these comments, San Francisco Public Works considered three alternatives for the bridge. These alternatives are discussed on the following pages. The future design and location of the bridge should be explored further once City College completes the Master Planning Process.

Demolition

» The first alternative involves the demolition and complete removal of the bridge and its support structures. This alternative is being considered since there are several at-grade pedestrian crossings, and the bridge reinforces a throughway character of Ocean Avenue. Removing the bridge would bring more pedestrian activity to the street. Demolition is possible, however, a number of logistical uses complicate demolition, mainly the presence of the OSC lines and the heavy volumes of LRV and trolly vehicles that use Ocean Avenue.

Elevation view looking west.

Stair Removal

» The second alternative involves stair removal. This alternative is being considered since there is an at-grade pedestrian crossing at the west end of the MUNI boarding islands. The stair treads are constructed of precast concrete and bolted to the arched columns, and the railing is bolted to the stair treads. Removing the stairs should be relatively easy. Since the stairways are located adjacent to the LRV OCS lines, it may be necessary to de-energize the OCS lines for the stair removal work. The bridge could remain without the stair treads, as they are not an integral part of the structural support.

Precast stair treads and steel picket railing at stacked arch columns.

Bridge Upgrades

» The third alternative involves upgrading the pedestrian bridge to maintain and enhance its current use. This alternative is being considered because the bridge provides a safe pedestrian crossing that is separated from vehicular traffic. A number of bridge upgrades could be made to enhance user safety and accessibility, including adding pedestrian lighting to enhance safety, and upgrading the existing railing and stairs. Upgrades to the bridge would trigger accessibility improvements.

View from the north entrance of the pedestrian bridge.

PEOPLE WALKING & RIDING BIKES

Survey Details

On Wednesday September 17, 2014, pedestrian and bicycle counts were collected along Ocean and Geneva. The data was collected during three time periods: 8-10am, 12-2pm, and 4:30-6:30pm. The locations where counts were gathered and the results are shown in the map and tables above.

Observation Highlights

- Higher pedestrian volumes on the south side of Ocean than the north side, between Howth and I-280
- Higher pedestrian volumes on the north side of Geneva than the south side, between Ocean and Howth
- More people cross Ocean using the CCSF bridge than at grade
- More people walking than riding bikes

Multi-Purpose Building, City College Campus

Site Walk, March 2014

Chapter 3
Community Engagement

Community Engagement Timeline

May 2014
WORKSHOP 2

October 2014
WORKSHOP 4

2014

2015

March 2014
SITE WALK & WORKSHOP 1

July 2014
WORKSHOP 3

February 2015
FINAL OPEN HOUSE

Site Walk & Workshop 1

OCTOBER 24, 2012

On Saturday March 8, 2014, the public was invited to join the project team on a site walk along Ocean Avenue. Approximately 30 people attended. Participants were invited to complete a short survey with their observations of the corridor.

The first public workshop was held on March 12, 2014 at Lick-Wilmerding High School. Approximately 50 people attended. The goal of the workshop was to understand what people like and dislike about Ocean Avenue today, share ideas about ways to improve and beautify the corridor, and get input on the routes and experiences of pedestrians.

The meeting began with a presentation to introduce the project, existing conditions, and projects and studies past and planned. Following the presentation, participants completed three exercises in smaller groups.

- Dot exercise – likes & dislikes
- Priorities for near-term improvements (Manor to Phelan)
- Experience and route along Ocean Avenue between Phelan and San Jose

WHAT WE HEARD

Likes

- The intersection of Faxon Ave and Ocean Ave due to neighborhood serving retail, the coffee shop, the architecture, and street life
- Historic Beep's Burgers sign as a source of neighborhood history and pride.
- Landscaping, street trees, and wide sidewalks.

Dislikes

- The Phelan/Geneva/Ocean intersection due to concerns about safety and traffic.
- The retaining wall from Phelan to the new entrance to CCSF
- Timing of the traffic lights
- The I-280 on and off-ramps
- Congestion along the corridor
- 7-11 parking lot, the number of vacant businesses, and front store gates that contribute to an uninviting street wall.

Route & Experience

- Participants generally come to Ocean Avenue because they live here or use transit
- The majority of participants either walk or drive to the corridor
- When walking to the Ocean Avenue Commercial Corridor or to City College, the majority of respondents noted they choose to walk along Ocean Avenue instead of Geneva Avenue
- The most common reason that people chose their route is because of convenience
- The majority of participants are very unsatisfied with the CCSF pedestrian bridge
- The majority of participants said a design change or upgrade (e.g. new paint, beautification, gateway element or signage) could improve the pedestrian bridge
- The majority of participants are very unsatisfied with the Phelan/Geneva/Ocean intersection.
- The top priorities to improve the walking experience along Ocean Avenue include; greening and landscaping, lighting and safer intersections

Opposite Page: Boards from small group exercise at Workshop #1

Workshop 2

MAY 14, 2014

The second public workshop was held on Wednesday, May 14, 2014 at Lick-Wilmerding High School. Approximately 25 people attended. The meeting began with an overview of projects and a summary of feedback received at the site walk and Workshop #1.

Following the presentation, participants broke into small groups to complete two exercises:

- Prioritize streetscape amenities along Ocean between Manor and Phelan
- Identify trade-offs along Ocean between Phelan and San Jose

The feedback received from the prioritization exercise informed the final design presented at workshop #3. The feedback received from the trade-off exercise informed the design options presented at workshop #4.

WHAT WE HEARD

Trade-offs along Ocean between Phelan and San Jose

This exercise was designed to explore the issue of trade-offs and the different ways space can be allocated within the roadway. Participants were asked to place a dot along the scale to indicate where their individual priorities fell along the spectrum. A summary of the feedback received from the workshop and the online survey follows:

More Space for Cars or More Space for Bikes

Adding a continuous bike lane along Ocean Avenue could make the corridor a much safer and more pleasant route for people riding bikes. It could also encourage people to bike rather than drive for shorter trips. Adding bike lanes could slow down the speed of vehicular traffic and reduce the capacity of the roadway.

- Workshop: Participants had mixed opinions about this tradeoff. Some participants were neutral, some favored more space for cars, and some favored more space for bikes.
- Online Survey: Respondents prioritized more space for bikes.

Crossings that Favor Cars or Crossings that Favor People

Pedestrians could be made much more visible to drivers by improving how the intersection is designed and marked. These improvements could shorten the crossing distance for pedestrians and help to minimize conflicts between cars and people. Improvements aimed at favoring the needs of pedestrians could slow down cars.

- Workshop: Participants prioritized crossings that favor people over those that favor private vehicles.
- Online Survey: Respondents prioritized crossings that favor people over those that favor private vehicles.

More Space for Transit or More Space for Cars

Prioritizing space on the roadway for transit could mean more efficient and reliable transit service. These improvements could also slow down the speed of vehicular traffic and reduce the capacity of the roadway.

- Workshop: Participants prioritized more space for transit over those that favor private vehicles.
- Online Survey: Respondents prioritized more space for transit over those that favor private vehicles.

More Space for Parking or More Sidewalk Space

By removing a few parking spaces at the corners, sidewalks can be widened creating areas to gather and opportunities to green. Widening the sidewalk at corners also shortens the crossing distances for pedestrians and makes pedestrians more visible to oncoming traffic.

- Workshop: Participants prioritized more sidewalk space over more space for parking.
- Online Survey: Respondents prioritized more sidewalk space over more space for parking.

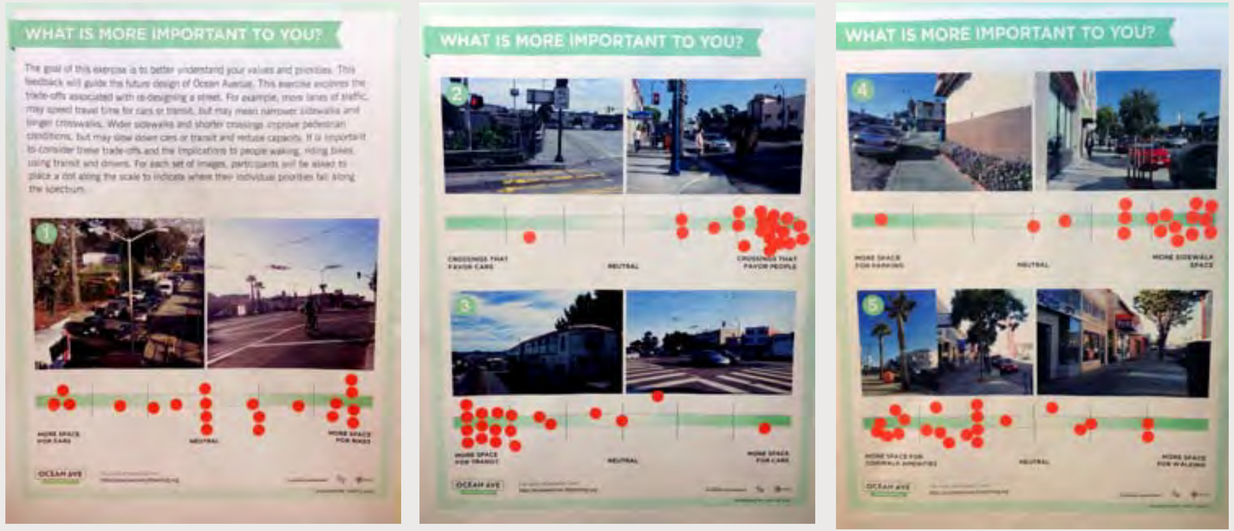
More Space for Sidewalk Amenities or More Space for Walking

Wider sidewalks provide more space to walk, increase the buffer between cars and people, allow for more generous landscaping and tree planting, and shorten the distance a pedestrian must cross. Sidewalk amenities such as greening and seating can be added to wider sidewalks. The space can also be left open for people to walk.

- Workshop: Participants prioritized more space for sidewalk amenities over more space for walking.
- Online Survey: Respondents prioritized more space for sidewalk amenities over more space for walking.

What is more important to you?

"The goal of this exercise is to better understand your values and priorities. This feedback will guide the future design of Ocean Avenue. This exercise explores the trade-offs associated with re-designing a street. For example, more lanes of traffic, may speed travel time for cars or transit, but may mean narrower sidewalks and longer crosswalks. Wider sidewalks and shorter crossings improve pedestrian conditions, but may slow down cars or transit and reduce capacity. It is important to consider these trade-offs and the implications to people waking, riding bikes, using transit and drivers. For each set of images, participants will be asked to place a dot along the scale to indicate where their individual priorities fall along the spectrum."



Boards from small group exercise at Workshop #2

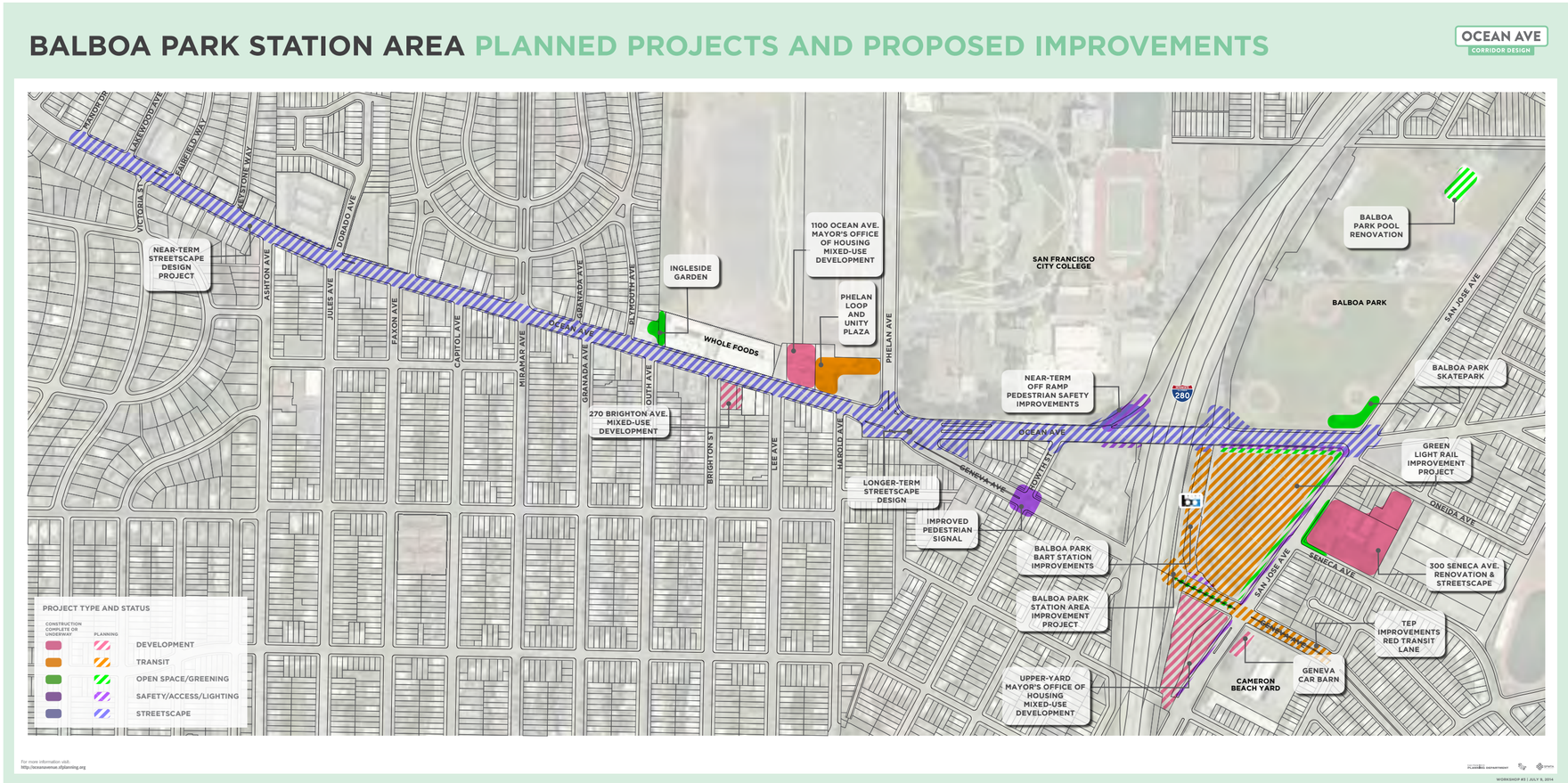
Workshop 3

JULY 9, 2014

The third public workshop was held on Wednesday, July 9, 2014 from 6 to 7:30 at City College. Approximately 30 people attended. At this meeting, the project team resented the final streetscape design for Ocean between Manor Drive and Phelan Avenue. This design is discussed in more detail on page 42.

This workshop provided an overview and update of projects in the Balboa Park area. The map to the right illustrated the projects in the area and the current phase of each project. The map was also used as a tool to better communicate how the various projects fit together.

Following the meeting workshop participants were invited to view the final designs and the project materials.



Board from Workshop #3

Workshop 4

OCTOBER 8, 2014

The fourth public workshop was held on Wednesday, October 8, 2014 at City College. Approximately 20 people attended.

Following workshop #3, the scope of the project was expanded to include Geneva Avenue. This addition allowed the project team and the public to discuss and explore ways in which Ocean and Geneva can work together to improve transportation options in the area.

The workshop began with an update on other projects in the area and an overview of the proposed streetscape and public realm improvements for Ocean Avenue and Geneva Avenue. Following the presentation, participants broke into two small groups to provide feedback on the design options and the proposed streetscape and public realm improvements. Participants at the workshop were invited to complete a survey with their input. An online survey was also available. A summary of the survey results is on page 36.

DESIGN PROPOSALS

The following designs were presented for Ocean and Geneva Avenues.

Ocean Avenue

The proposed design for Ocean include improvements that could be implemented in the near term, including:

- Realign the Ocean/Phelan/Geneva intersection and create an access way onto Geneva
- Remove or upgrade CCSF Bridge
- Green medians adjacent to the transit boarding islands
- Improve Balboa Park access and connections to BART
- Enhance Balboa Park edge conditions
- Add corner bulb-outs at Geneva and Howth
- Add a contra flow bike lane on Howth
- Install new streetscape amenities

Geneva Avenue

Three design options were developed for Ocean Avenue between Phelan and Tara. All options would include the following improvements.

- Corner bulb-outs on the NW and SW corner of Howth
- Marked western crosswalk and yield lines at Louisburg
- Planted median west of 1-280
- New streetscape amenities

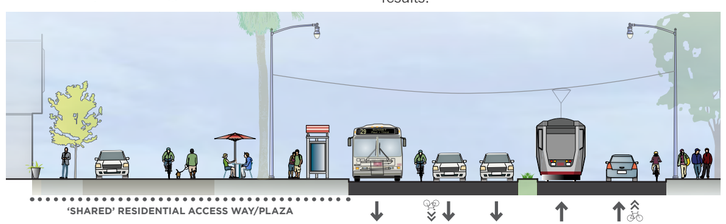
In addition to the improvements above, there were three options for additional improvements on Geneva

- Option 1 – Retain bicycle sharrows in the eastbound and westbound directions, add bulb-outs on the north and south side.
- Option 2 – Add a westbound and an eastbound curb side bike lane. Curb side parking and bulb-outs would not be allowed on the north and south side.
- Option 3 – Add a westbound curb side bike lane, remove curb side parking on the north side, retain existing eastbound bicycle sharrows, retain parking on the south side, and add bulb-outs on the south side.

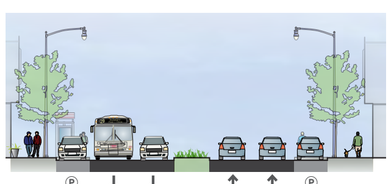
An additional Option 4 was discussed at the workshop. This option included, a westbound and an eastbound curb side bike lane, curb side parking and bulb-outs would be allowed on the north side, but not the south side between Howth and Louisburg, and there would be no planted median.

Based on the survey results, 77% of respondents selected option #2 as their first choice. 39% of respondents selected option #1 or option #3 as their first choice. See page 36 for more survey results.

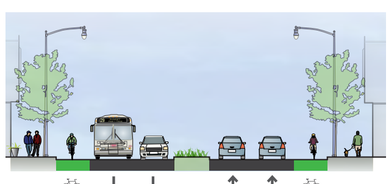
Ocean Avenue – Proposed Section @ south west corner of Phelan



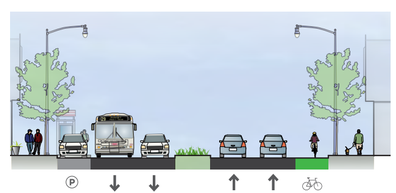
Geneva Avenue – Proposed Section - Option 1: Pedestrian Safety Bulb-outs



Geneva Avenue – Proposed Section - Option 2: Westbound and Eastbound Bike Lane



Geneva Avenue – Proposed Section - Option 3: Westbound Bike Lane



Workshop #4 Survey Results

OCEAN AVE CORRIDOR DESIGN

QUESTION 1: OCEAN AVENUE (PHELAN-SAN JOSE)

WHAT DO YOU THINK OF THE PROPOSED DESIGN?

QUESTION 2: OCEAN/PHELAN/GENEVA INTERSECTION

WHAT DO YOU THINK OF THE PROPOSED DESIGN?

QUESTION 3: NORTH SIDE OF OCEAN AVENUE BETWEEN SAN JOSE AND I-280

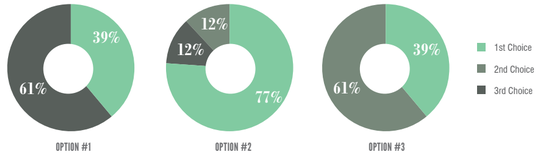
SELECT YOUR PREFERENCE FOR SIDEWALK WIDENING AND/OR GREENING.

QUESTION 4: CCSF BRIDGE

SELECT YOUR PREFERENCE FOR THE BRIDGE.

QUESTION 5: GENEVA AVENUE BETWEEN TARA AND HOWTH

RANK THE OPTIONS FROM 1-3, 1 BEING YOUR FIRST PREFERENCE.

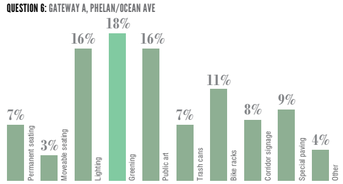


OCEAN AVE CORRIDOR DESIGN

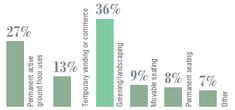
PUBLIC REALM IMPROVEMENTS

WHAT SPECIFIC TYPES OF IMPROVEMENTS/AMENITIES WOULD YOU LIKE TO SEE AT EACH LOCATION?

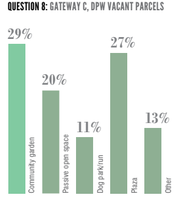
QUESTION 6: GATEWAY A, PHELAN/OCEAN AVE



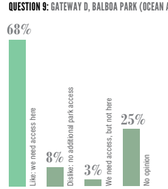
QUESTION 7: GATEWAY B, OCEAN 76 GAS STATION



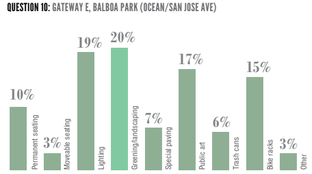
QUESTION 8: GATEWAY C, DPW VACANT PARCELS



QUESTION 9: GATEWAY D, BALBOA PARK (OCEAN AVE AT I-280)



QUESTION 10: GATEWAY E, BALBOA PARK (OCEAN/SAN JOSE AVE)



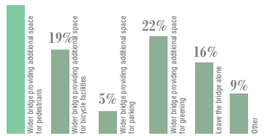
OCEAN AVE CORRIDOR DESIGN

PUBLIC REALM IMPROVEMENTS

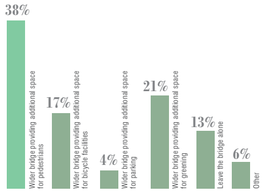
WHAT SPECIFIC TYPES OF IMPROVEMENTS/AMENITIES WOULD YOU LIKE TO SEE AT EACH LOCATION?

QUESTION 11: BART PLAZA ENTRY NODE (AT OCEAN)

QUESTION 12: I-280/OCEAN AVE BRIDGE



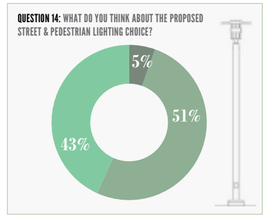
QUESTION 13: I-280/GENEVA AVE BRIDGE



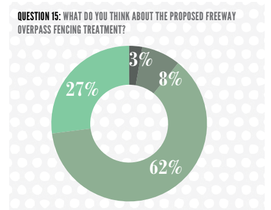
OCEAN AVE CORRIDOR DESIGN

STREETSCAPE AMENITIES

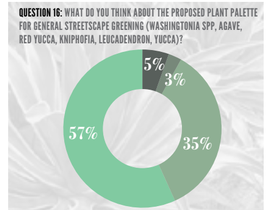
QUESTION 14: WHAT DO YOU THINK ABOUT THE PROPOSED STREET & PEDESTRIAN LIGHTING CHOICE?



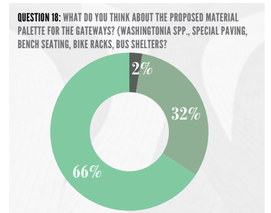
QUESTION 15: WHAT DO YOU THINK ABOUT THE PROPOSED FREEWAY OVERPASS FENCING TREATMENT?



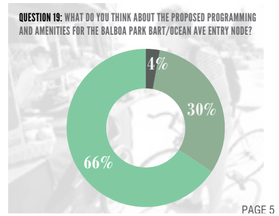
QUESTION 16: WHAT DO YOU THINK ABOUT THE PROPOSED PLANT PALETTE FOR GENERAL STREETSCAPE GREENING (WASHINGTONIA SPP, AGAVE, RED YUCCA, KNIPHOFIA, LEUCADENDRON, YUCCA)?



QUESTION 18: WHAT DO YOU THINK ABOUT THE PROPOSED MATERIAL PALETTE FOR THE GATEWAYS? (WASHINGTONIA SPP., SPECIAL PAVING, BENCH SEATING, BIKE RACKS, BUS SHELTERS?

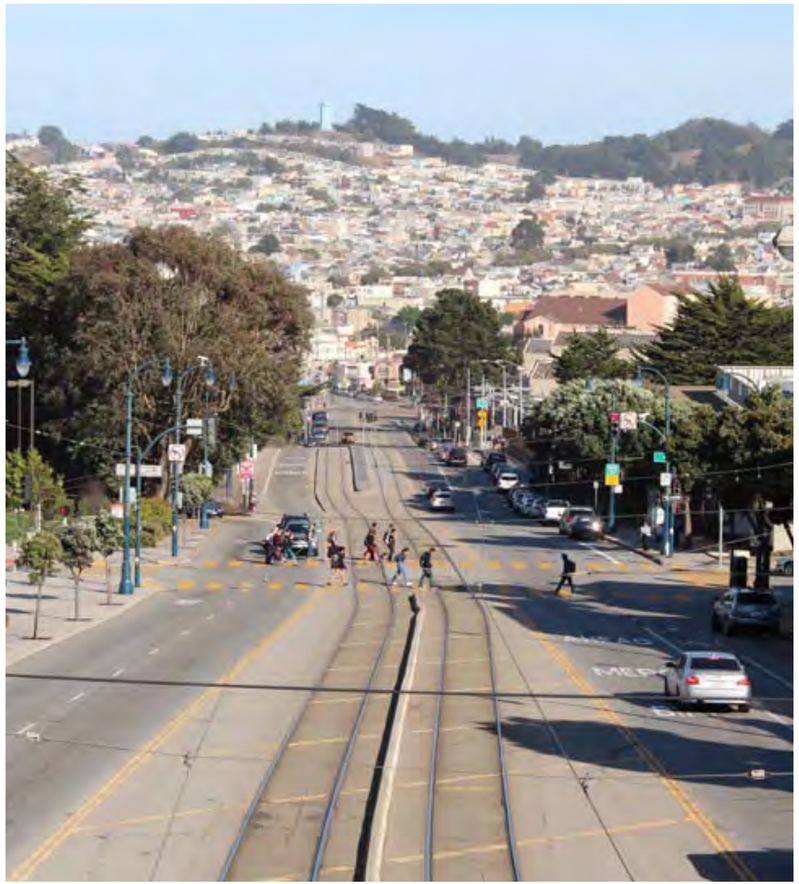


QUESTION 19: WHAT DO YOU THINK ABOUT THE PROPOSED PROGRAMMING AND AMENITIES FOR THE BALBOA PARK BART/OCEAN AVE ENTRY NODE?



Ocean Avenue at Brighton Avenue

Chapter 4
Site Designs



Introduction

Ocean and Geneva Avenues are important streets for people walking, riding bikes, and riding transit. The designs aim to balance the needs of its users and improve the overall quality of the street environment for people who live, work, go to school, and visit the area. The streetscape amenities selected (lighting and greening) are an extension of the improvements that will be implemented along the commercial corridor (Manor to Phelan) in 2015. The goal is to unify the streetscape amenities to give a similar look and feel to Ocean and Geneva east of Phelan.

Specific site designs developed during the community planning process represent a vision for what Ocean and Geneva Avenues could be. These designs have been vetted through the community planning process and also reflect City feedback. The following design recommendations are included in this chapter:

- Ocean Avenue (Manor Drive to Phelan)
- Ocean Avenue (Phelan to San Jose)
- Ocean Avenue (San Jose to Mission)
- Geneva Avenue (Phelan to I-280)
- Streetscape Amenities
- Public Realm Improvements

Ocean Avenue

MANOR DRIVE TO PHELAN

Improvements to Ocean Avenue between Manor Drive and Phelan will be constructed beginning in Summer 2015 with funds from the 2011 Road Repaving and Street Safety Bond.

Feedback from this planning effort helped to shape the final design. The streetscape design includes the following improvements:

- Infill tree planting
- Planting between palm trees
- T-intersection greening at Capitol, Ashton, Granada, and Keystone
- Consolidated news racks

This is the first stretch of Ocean Avenue in this plan area to receive streetscape enhancements. There is an opportunity to build upon these enhancements and create a unified streetscape east of Phelan Avenue, as funds become available for construction.

T - Intersection Improvements – Ocean and Capitol

Proposed Streetscape Improvements – Ocean Ave Between Manor and Phelan

Ocean Avenue

PHELAN TO SAN JOSE AVE

Ocean Avenue will be improved by adding amenities that enhance the safety and experience of the street. Because Ocean Avenue is an important streets for many different transportation modes, there are capacity limitations. Design parameters responding to these limitations include:

- No changes to the existing travel lanes
- No changes to property lines
- No changes to location of MUNI tracks
- Retain separate transit lanes (K-Line and #49)

Recommendations include:

- Realign Ocean/Phelan/Geneva intersection
- Paint and clean CCSF Bridge
- Green medians adjacent to the transit boarding islands
- Add bulb-outs at southeast and southwest corner of Ocean and Howth
- Realign Ocean I-280 off ramp
- Add southbound contra flow bike lane on Howth
- Widen sidewalk on Ocean into Balboa Park
- Add green paint to existing bike lanes and sharrows
- Add corridor wide lighting and greening
- Add streetscape elements at plazas and gateways

1. Plan View
2. Proposed Section at Ocean and Phelan
3. Proposed Section at Ocean midblock between Geneva and Howth
4. Balboa Park edge condition
5. Contra flow bike lane

Photo by: Flickr User Dianne Yee

Ocean Avenue

PHELAN TO SAN JOSE -
With expanded roadway

Given the current capacity of Ocean Ave and the existing right-of-way, the only way to create more space for people walking and riding bikes, and maintain all travel lanes, is to expand the roadway. The proposed design expands the roadway to the north into City College property. This additional space would allow for a westbound buffered bicycle lane and a wider sidewalk on the north side of Ocean Ave

Expanding the roadway also allows for the possibility to relocate the MUNI transit stop from Phelan Avenue to Howth Street. Relocating the transit stop is only possible with a wider street and would require additional study in regards to slope and accessibility. This proposal has been identified as a desired improvement as part of this planning effort and is called out in the Balboa Park Area Plan. Relocating the transit stop would better connect transit riders to City College and the new Health and Wellness Center. This change could happen in coordination with replacement of the rails, which is anticipated in the next 15 years.

As part of this planning effort, there has been a lot of interest in removing the CCSF pedestrian bridge due to concerns about pedestrian safety and the desire to redirect pedestrian activity to the street and create a more vibrant public realm. The removal of the CCSF pedestrian bridge has been analyzed as part of this project and could be done with support from City College.

Recommendations include:

- Relocate MUNI boarding islands to Howth Street at CCSF entry
- Replace and realign MUNI rail
- Widen sidewalk along City College edge on the north side of Ocean
- Add a buffered bike lane in both the eastbound and westbound directions
- New planted medians with low plantings and gateway palms
- New trees along the widened sidewalk
- Remove or upgrade CCSF pedestrian bridge

Photo by: Flickr User SFMTA Livable Streets

N

1. Plan View
2. Bike Lane
3. Proposed Section at Ocean and Phelan
4. Proposed Section at Ocean midblock between Geneva and Howth

Ocean/Geneva/Phelan Intersection

The intersection of Ocean Avenue, Geneva Avenue and Phelan Avenue marks the confluence of three arterials serving vehicles, transit, bicyclists, and pedestrians. The intersection marks the westbound entrance into the Ocean Avenue Commercial Corridor, is heavily used by transit serving the corridor and the adjacent Phelan Loop, and provides primary access to City College of San Francisco (CCSF) Ocean Campus.

Several challenges currently exist for all modes, including, long crossings for people walking and riding bikes, fast moving traffic, visual dominance of asphalt, significant grade changes, and road geometry that encourages fast turns and lane transitions.

Exploration into how the intersection could better serve users was done as part of this project. Conceptual design options were developed to address ways to 'tighten' the intersection to provide shorter and safer crossings for people walking and riding bikes, slow vehicles, improve transit, accommodate MUNI vehicles traveling through the intersection, and reduce dominance of asphalt through special paving and expanded sidewalk space. The designs developed were the result of a collaborative process between SF Planning, SFMTA, and San Francisco Public Works.

The two conceptual design alternatives explore how Geneva Avenue interfaces with the intersection. The alternatives consider new restriping to allow only one eastbound lane onto Geneva and the reconfiguration of the median islands on Ocean Avenue.

Preliminary analysis suggest that a consolidated Geneva intersection (Concept Design 1) works better for transit. A split Geneva intersection (Concept Design 2) is less efficient for transit, but provides additional landscaped areas and shorter intersection crossings.

Existing Alignment

- 2 lanes eastbound
- 2 lanes westbound
- Split Geneva intersection

Concept Design 1 – Consolidated Geneva Intersection

- Consolidate Geneva intersection, but allow right turn slip lane onto Ocean
- 1 lane eastbound Geneva at intersection
- Maintain 2 lanes westbound Geneva at intersection
- Expand MUNI boarding islands westward
- Relocate crosswalk west of new right turn slip lane

Concept Design 2 – Split Geneva Intersection

- Maintain split Geneva intersection
- 1 lane eastbound Geneva at intersection
- Maintain 2 lanes westbound Geneva at intersection
- Expand and plant median islands westward of existing crosswalk
- Maintain existing crosswalk location east of Geneva

Ocean Avenue

SAN JOSE AVE TO MISSION ST

Ocean Ave east of San Jose Ave is distinctly different from west of San Jose Ave. Smaller-scale residential properties flank a narrower roadway, creating a quieter and slower feel. There are also a number of underdeveloped parcels. Many of the design considerations explored for Persia Triangle and the Ocean Ave commercial corridor can be implemented on this stretch. A common streetscape palette will help create a vibrant and connected corridor. All streetscape improvements should compliment the improvements at Persia Triangle.

Ocean Ave has a bike lane in the westbound direction, however, the street is not wide enough to add a bike lane in the eastbound direction and retain the existing roadway configuration. The proposed design retains parking, the existing eastbound sharrows, and a turn lane onto Alemany to facilitate bicycle connections to the north. An eastbound bike lane could be added in the future if parking is removed on the south side of Ocean Ave.

The proposed design illustrates potential improvements along Ocean Avenue to enhance this connection and corridor. Some of the corner sidewalk extensions shown will be implemented as part of an upcoming sewer and paving project led by San Francisco Public Works. Recommendations include:

- Sidewalk extensions at transit stops
- Corner sidewalk extensions to improve pedestrian crossing and visibility
- New triangular mini plaza at Santa Ynez/Cayuga
- Green paint to bike lanes and sharrows
- Corridor wide lighting and greening

1. Plan View
2. Existing Section (Typical)
3. Proposed Section (Typical)
4. Infill tree planting and greening
5. Ocean at Cayuga
6. Persia Triangle

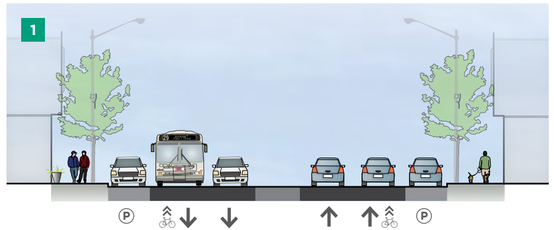
Geneva Avenue

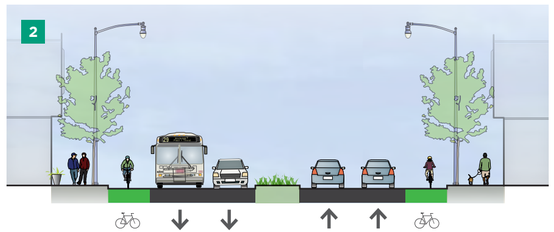
PHELAN TO I-280

Adding pedestrian and bicycle amenities along Geneva will help to make the corridor safer and more inviting. Geneva Avenue has some additional capacity, which provides an opportunity to real-locate space within the roadway. Three design options were developed for Geneva Avenue. (See page 34). The proposed design includes a new bike lane in both directions to better connect Bart and City College. The recommendation for Geneva is informed by feedback received from the public and analysis conducted by the project team. Addi-tional outreach and support from the neighborhood would be needed prior to implementation.

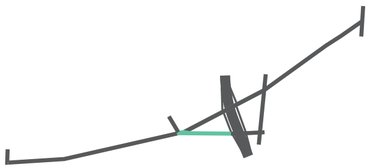
Recommendations include:

- Add westbound bicycle lane
- Add eastbound bicycle lane from I-280 to Howth
- Parking would not be permitted on the blocks with a bike lane
- Add corner bulb-outs on the NW corner of Howth
- Mark western crosswalk and add yield lines at Louisburg
- Add planted pedestrian refuge on Geneva and Louisburg
- Add a right turn pocket on eastbound Geneva at I-280 to accommodate vehicles entering the freeway.
- Add corridor wide lighting and greening





1. Existing Section
2. Proposed Section
3. Plan View
4. Bike Lane
5. Infill tree planting and greening



Streetscape Amenities

The map to the right illustrates proposed locations for streetscape amenities. The proposed streetscape amenities include:

- Street & Pedestrian Lighting
- Sidewalk Widening & Bulb-outs
- Improved Freeway Overpasses & Pedestrian Bridge
- Landscape Greening (Median & Street Trees)
- Improved Plazas & Gateways

For details about streetscape amenities on Ocean Ave east of San Jose, see page 50.

Proposed Street & Pedestrian Lighting

Proposed Plant Palette

Clockwise, from top left: Washingtonia spp, Agave, Red Yucca, Kniphofia, Leucadendron, Yucca

Proposed Freeway Overpass Fencing Treatment

Public Realm Improvements

PLAZAS & GATEWAYS

During the community planning process, six locations along Ocean Avenue were identified by the public and the project team as unique opportunities to improve the public realm and the walking experience. If well designed and programmed, these spaces could become vital neighborhood amenities.

Design recommendations and a materials palette have been developed for the following locations (refer to map):

- A. Ocean Ave Commercial Corridor Gateway
- B. Ocean / Geneva Transit Plaza
- C. Ocean / Geneva Open Space
- D. Balboa Park Entry Gateway
- E. Balboa Park Skatepark Entry Plaza
- F. Ocean Ave Bart Plaza

MATERIALS PALETTE A B C D E

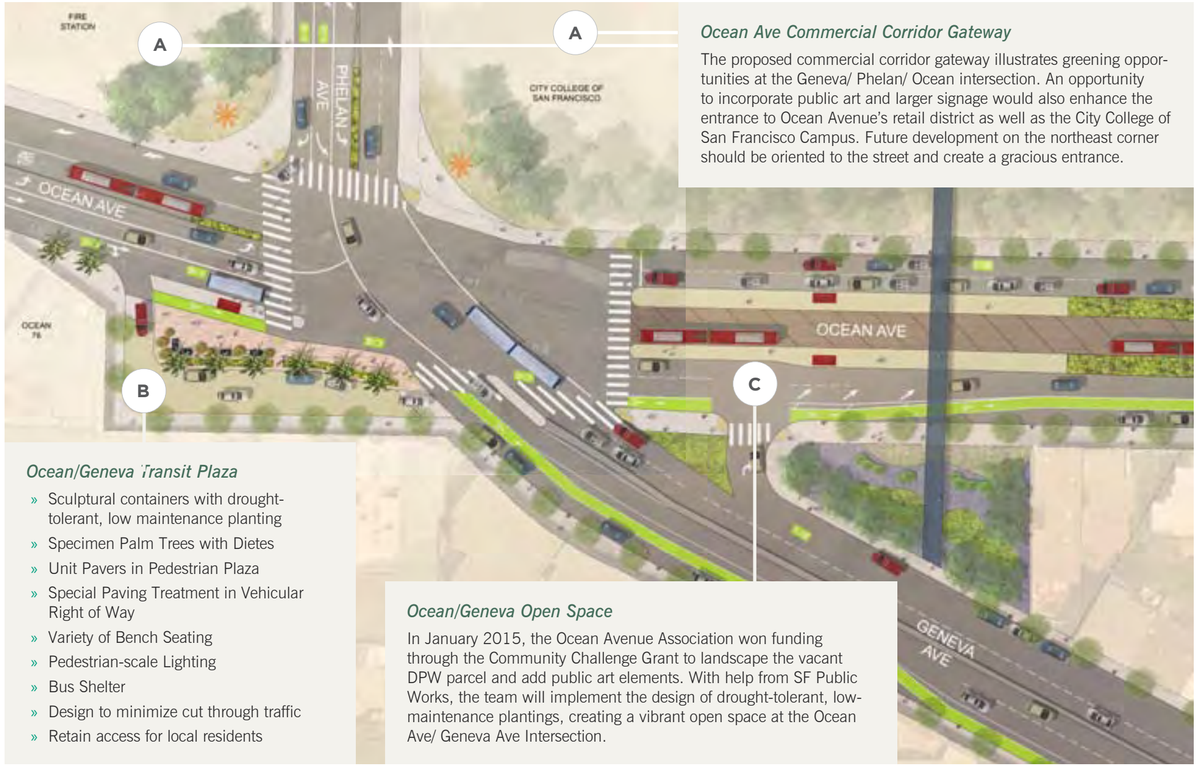
Washingtonia Palms w/ Dietes

Bus Shelter

Container Plantings

Special Paving & Bench Seating

DESIGN RECOMMENDATIONS A B C D E



Ocean Ave Commercial Corridor Gateway

The proposed commercial corridor gateway illustrates greening opportunities at the Geneva/ Phelan/ Ocean intersection. An opportunity to incorporate public art and larger signage would also enhance the entrance to Ocean Avenue's retail district as well as the City College of San Francisco Campus. Future development on the northeast corner should be oriented to the street and create a gracious entrance.

Ocean/Geneva Transit Plaza

- Sculptural containers with drought-tolerant, low maintenance planting
- Specimen Palm Trees with Dietes
- Unit Pavers in Pedestrian Plaza
- Special Paving Treatment in Vehicular Right of Way
- Variety of Bench Seating
- Pedestrian-scale Lighting
- Bus Shelter
- Design to minimize cut through traffic
- Retain access for local residents

Ocean/Geneva Open Space

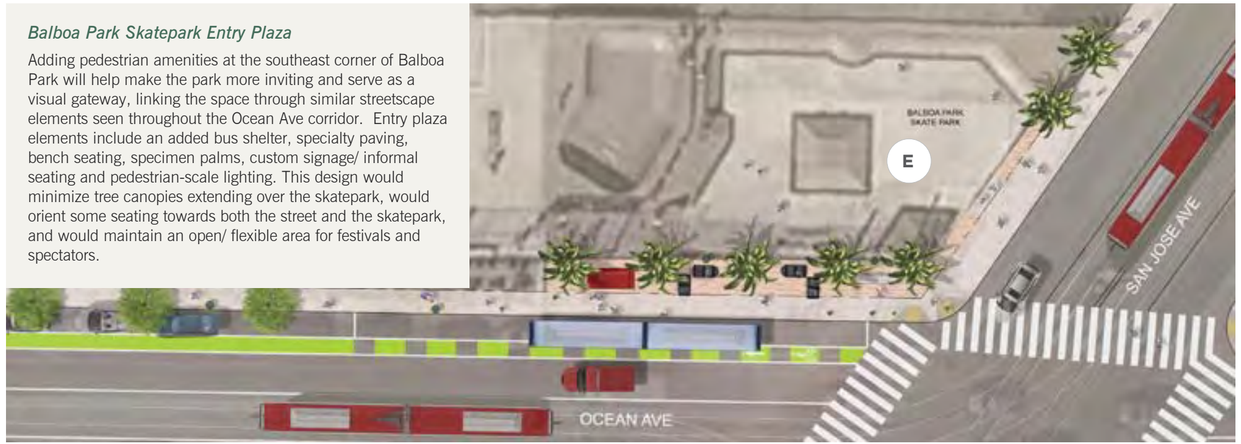
In January 2015, the Ocean Avenue Association won funding through the Community Challenge Grant to landscape the vacant DPW parcel and add public art elements. With help from SF Public Works, the team will implement the design of drought-tolerant, low-maintenance plantings, creating a vibrant open space at the Ocean Ave/ Geneva Ave Intersection.

Balboa Park Entry Gateway

- Improved Circulation to Balboa Park, including ADA Accessibility
- Drought-tolerant, Low-maintenance Planting
- Minimal Removal of Planting Area
- Specimen Palm Trees / Maintain Protection from the Wind
- Visual Access to Views Beyond / Screen Views to the Freeway
- New Bus Shelter

Balboa Park Skatepark Entry Plaza

Adding pedestrian amenities at the southeast corner of Balboa Park will help make the park more inviting and serve as a visual gateway, linking the space through similar streetscape elements seen throughout the Ocean Ave corridor. Entry plaza elements include an added bus shelter, specialty paving, bench seating, specimen palms, custom signage/ informal seating and pedestrian-scale lighting. This design would minimize tree canopies extending over the skatepark, would orient some seating towards both the street and the skatepark, and would maintain an open/ flexible area for festivals and spectators.



MATERIALS PALETTE F

Commerce & Vending

Custom Sculptural Signage & Seating

Rotating Public Art

Real Time Departure Information

Bike Racks

Washingtonia Palms

DESIGN RECOMMENDATIONS F

Ocean Ave Bart Plaza

In collaboration with BART, a concept plan for an improved plaza adjacent the Balboa Park Station would enliven the existing space through programming opportunities, such as a coffee cart, as well as custom sculptural seating elements, added greening, bike racks, special paving, and increased wayfinding. A row of specimen palm trees would help announce the entrance to the BART station and a space for rotating public art could provide much needed visual interest. The Ocean Ave BART plaza could serve as a vital neighborhood amenity and enhance the transit experience for many students, commuters, and residents.

Balboa Park Playground

Chapter 5
Implementation

Introduction

This Plan sets out a long-term vision for two streets adjacent to the Balboa Park Station. Many of the designs build on previous efforts, and have been explored further as part of this plan. As funding becomes available, this plan should guide future implementation.

FUNDING SOURCES

Federal, State, Local Sources

Public funding for capital improvements could come from Federal, State, or local sources. Examples of local funds includes the Road Repaving & Street Safety Bond (Prop B), which funds streetscape improvements across the city, including Ocean Avenue between Manor and Phelan. Prop AA (vehicle license fee) and Prop K (sales tax) are other local funding sources for streetscape and transportation improvements that could fund many of the improvements in this plan. These funds can also match funds for federal and state funding. Federal, state, and regional grant opportunities are available to City agencies and could fund elements of this plan.

Balboa Park Area Impact Fees

The Balboa Park Station Area Plan is part of the City's General Plan that directs land use, design, infrastructure, and area-specific issues by providing guiding objectives and policies. As the Area Plan neighborhoods gain new residents and workers, there is an accompanying need for improved public infrastructure and amenities, such as parks, street improvements, transit, childcare centers, and libraries.

To fund infrastructure necessary to support new residents and employees, new development in the Plan area is required to pay impact fees per the Planning Code. The Balboa Park Station Area, however, differs from other plan areas for several reasons. First, a significant majority of expected new development is proposed on publicly owned land, which prioritizes the development of affordable housing. For that reason, and that the plan area contains few privately owned developable sites, the Plan is not expected to generate significant impact fee revenue.

The Planning Department projects approximately $476,000 in impact fee revenue in the Plan Area over through Fiscal Year 2020. A similar amount is projected for 2020-25, but conditions may change before that period. Due to the low amount of projected funds and on-going planning efforts on the Balboa Reservoir, Upper Yard, and Ocean Avenue, impact fees are not currently allocated. They will be used to provide matching funds or help execute smaller capital projects in the next five years.

In-kind Development Contributions

Some improvements could also be constructed as part of new development projects. In some cases, new development is required to make improvements to the public right-of-way directly adjacent to their property. In addition, some private development projects could fulfill the requirements of applicable development fees through an in-kind agreement. In this scenario, the private developer would be required to build the improvements rather than pay fees.

Community-led improvements

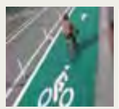
Community members and neighborhood groups can also make important contributions to improving the street environment. A number of public and private grants, permits, and programs exist to help neighborhoods enhance the livability of their streets, such as San Francisco's Community Challenge Grants and the Sidewalk Landscape Permit issued by Public Works.

Implementation Priorities

This chapter outlines the community priorities identified through the outreach process. The tables on the following pages will guide City agencies on the improvements to fully implement the vision and priorities that have been developed though this planning effort.

CORRIDOR WIDE TREATMENTS

The table below summarizes the top priorities for corridor wide treatment.

PRIORITIES FOR CORRIDOR WIDE IMPROVEMENTS	
1. GREENING & LANDSCAPING (STREET TREES, SIDEWALK LANDSCAPING, MEDIAN PLANTING)	 
2. STREET & PEDESTRIAN SCALE LIGHTING	 
3. PLAZA & GATEWAY IMPROVEMENTS	
4. CORNER BULB-OUTS	 
5. BICYCLE FACILITIES (ADD OR UPGRADE BICYCLE LANES OR BICYCLE SHARROWS)	 

PLAZAS AND GATEWAYS

The table below summarizes priorities for improved plazas and gateways along Ocean Avenue.

PRIORITIES FOR PLAZAS AND GATEWAYS	
1. OCEAN AVE COMMERCIAL CORRIDOR GATEWAY 	4. OCEAN / GENEVA OPEN SPACE 
2. OCEAN AVE BART PLAZA 	5. BALBOA PARK ENTRY GATEWAY 
3. OCEAN / GENEVA TRANSIT PLAZA 	6. BALBOA PARK SKATEPARK ENTRY PLAZA 

Ocean Avenue Corridor Design Projects

The tables below summarize projects that have been identified through this outreach process. This table does not capture all the planned and funded projects in the Balboa Park area.

TRANSPORTATION

PROJECT	ACTION	KEY AGENCY	TIMEFRAME	POTENTIAL FUNDING SOURCE
Westbound Bike Lane	Expand roadway to add a westbound bike lane on Ocean Ave. between I-280 and Phelan	CCSF, MTA	10–15 years	Federal, State or Local Transportation Funds
Bicycle Improvements	Add green paint to bike sharrows and bike lanes	MTA	1–5 years	Federal, State or Local Transportation Funds
Pedestrian Improvements	Add sidewalk extensions at corners	MTA	1–5 years	Federal, State or Local Transportation Funds
Transit stop at Howth	Relocate MUNI transit stop to Ocean @ Howth	MTA	10–15 years	Federal, State or Local Transportation Funds
CCSF Pedestrian Bridge	Remove CCSF Pedestrian Bridge	DPW, CCSF	10–15 years	Federal, State or Local Transportation Funds
Ocean Avenue off-ramp	Re-align Ocean Ave. off-ramp	Caltrans, TA	1–5 years	Federal or State Transportation Funds
Freeway overpass upgrades	Upgrade fence and add other pedestrian amenities when the Ocean and Geneva freeway overpass is upgraded.	Caltrans	15-20 years	Federal or State Transportation Funds

AGENCY KEY

BOS: Board of Supervisors

CCSF: City College

DPW: Public Works

MTA: San Francisco Municipal Transportation Agency

RPD: San Francisco Recreation and Park

TA: San Francisco County Transportation Authority

LAND USE AND URBAN DESIGN

PROJECT	ACTION	KEY AGENCY	TIMEFRAME	POTENTIAL FUNDING SOURCE
CCSF Pedestrian Bridge	Paint and clean CCSF Pedestrian Overpass	MTA	1 year	Funded
Pedestrian Scale Lighting	Add pedestrian scale lighting	DPW	1–5 years	Grants or Local Funds
Greening and Landscaping	Install new street trees and greening along Ocean and Geneva Avenue	DPW	1–5 years	Grants or Local Funds
Balboa Park Edge	Widen existing sidewalk on the north side Ocean Ave along Balboa Park into the park's property.	DPW, RPD	1–5 years	Grants or Local Funds
Wayfinding	Improve citywide wayfinding to the Ocean Avenue and Mission Street Commercial Corridor	MTA	1 year	Funded
Active ground floor uses	Explore an update to the Planning Code to reflect a zoning change from RM-1 to Ocean Avenue Neighborhood Commercial Transit (NCT) district on Ocean Avenue between Phelan and Harold	Planning, BOS	1–5 years	Local Funds
Ocean Ave Bart Plaza	Design and construct a new Bart Plaza on Ocean Ave	Bart, Planning, MTA	1–5 years	Grants or Federal Funds
Ocean Ave Commercial Corridor Gateway	Design and construct an improved gateway to the Ocean Ave Commercial corridor	DPW	1–5 years	Grants or Local Funds
Ocean/Geneva Transit Plaza	Design and construct an improved plaza on the south side of Ocean Ave, west of Phelan Avenue	DPW	1–5 years	Grants or Local Funds
Balboa Park Entry	Improve entry to Balboa Park at Ocean and I-280 and connectivity to the Ocean Ave Bart Plaza	DPW, RPD	1–5 years	Grants or Local Funds

OPEN SPACE

PROJECT	ACTION	KEY AGENCY	TIMEFRAME	POTENTIAL FUNDING SOURCE
Ocean/Geneva Open Space	Implement Community Challenge grant proposal for DPW owned parcels on Ocean Avenue at Geneva	DPW	1 year	Funded
Ingleside Garden	Create new open space and play area adjacent to the Ingleside Library	DPW	1–5 years	Funded

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