



San Francisco
Planning

CENTRAL SOMA

PLAN & IMPLEMENTATION STRATEGY

Community Open House - 15 November 2016

PLAN TIMELINE

2011

2012

2013

2014

2015

2016

2017

Plan Began

1st Draft Plan Released

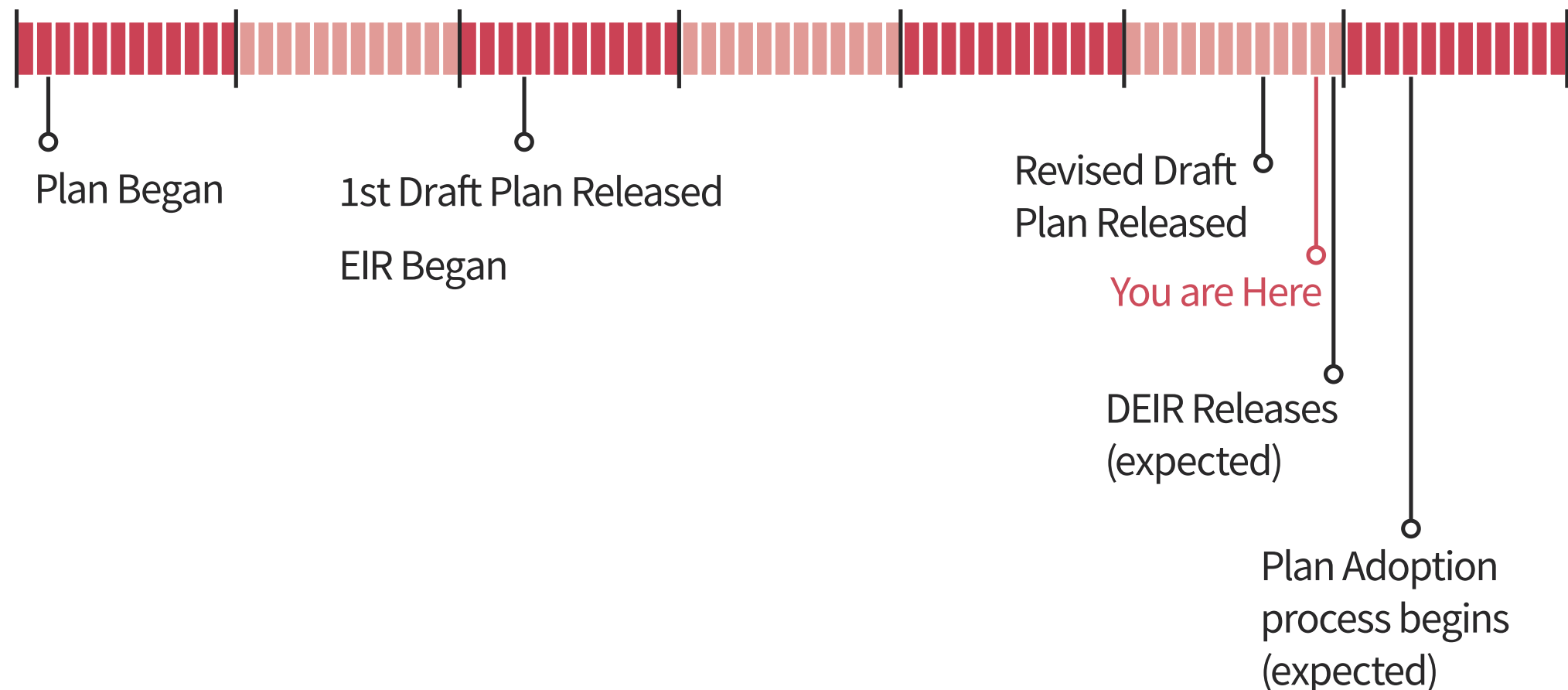
EIR Began

Revised Draft
Plan Released

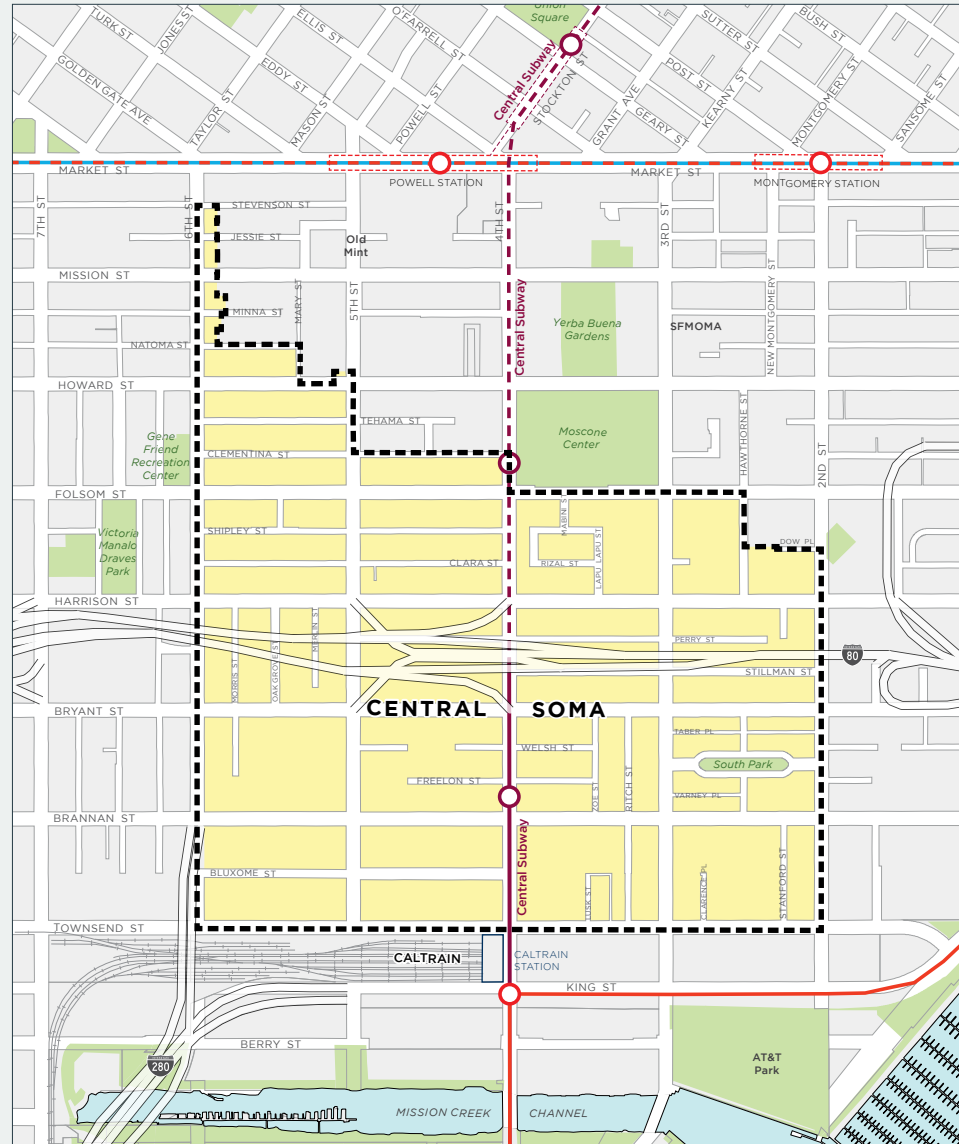
You are Here




DEIR Releases
(expected)

Plan Adoption
process begins
(expected)



PLAN AREA



-  ————— 2,000 Feet —————
-  Central Subway under construction, expected to open in 2019
-  BART/Muni Metro Subway
-  Muni Metro (Surface)

PLAN VISION



a sustainable neighborhood

PLAN PHILOSOPHY

keep what's great



Diversity of Residents and Jobs



Transit-Served Central Location



Diversity of Buildings and Architecture



Culture and Nightlife

address what's not



Rents



Conditions for People Walking and Biking



Lack of Parks and Open Space



Inefficient Use of Land

PLAN STRATEGY



*Accommodate
Demand*

+



*Provide
Public Benefits*

+



*Respect and
Enhance
Neighborhood
Character*

PLAN GOALS

Goal 1 **Increase the Capacity for Jobs and Housing**

Goal 2 **Maintain the Diversity of Residents**

Goal 3 **Facilitate an Economically Diversified and Lively Jobs Center**

Goal 4 **Provide Safe and Convenient Transportation that Prioritizes Walking, Bicycling, and Transit**

PLAN GOALS

- Goal 5* **Offer an Abundance of Parks and Recreational Opportunities**
- Goal 6* **Create an Environmentally Sustainable and Resilient Neighborhood**
- Goal 7* **Preserve and Celebrate the Neighborhood's Cultural Heritage**
- Goal 8* **Ensure that New Buildings Enhance the Character of the Neighborhood and the City**

GOAL FOUR

**Provide Safe
and Convenient
Transportation that
Prioritizes Walking,
Bicycling, and Transit**

4



4

OBJECTIVE 4.1

Provide a safe, convenient, and attractive walking environment on all the streets in the Plan Area

OBJECTIVE 4.2

Make cycling a safe and convenient transportation option throughout the Plan Area for all ages and abilities

OBJECTIVE 4.3

Ensure that transit serving the Plan Area is adequate, reliable and pleasant

4

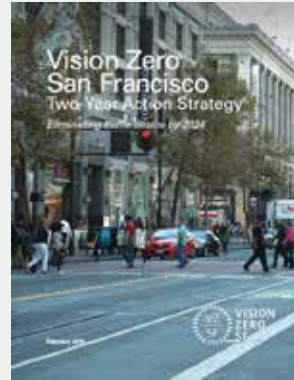
OBJECTIVE 4.4

Encourage mode shift away from private automobile usage

OBJECTIVE 4.5

Accommodate regional, through, and delivery traffic where necessary, but mitigate the impacts of such traffic on local livability and circulation

OTHER TRANSPORTATION PLANS



MUNI
FORWARD



ConnectSF

**Better Streets | Bicycle Plan | Vision Zero | Muni Forward
Central Subway | Caltrain Electrification | High Speed Rail
Transportation Demand Management | Connect SF
Core Capacity Study**

IMPROVING WALKABILITY

OBJECTIVE 4.1

Provide a safe, convenient, and attractive walking environment on all the streets in the Plan Area



Photo by SF Planning, David Leong

IMPROVING WALKABILITY

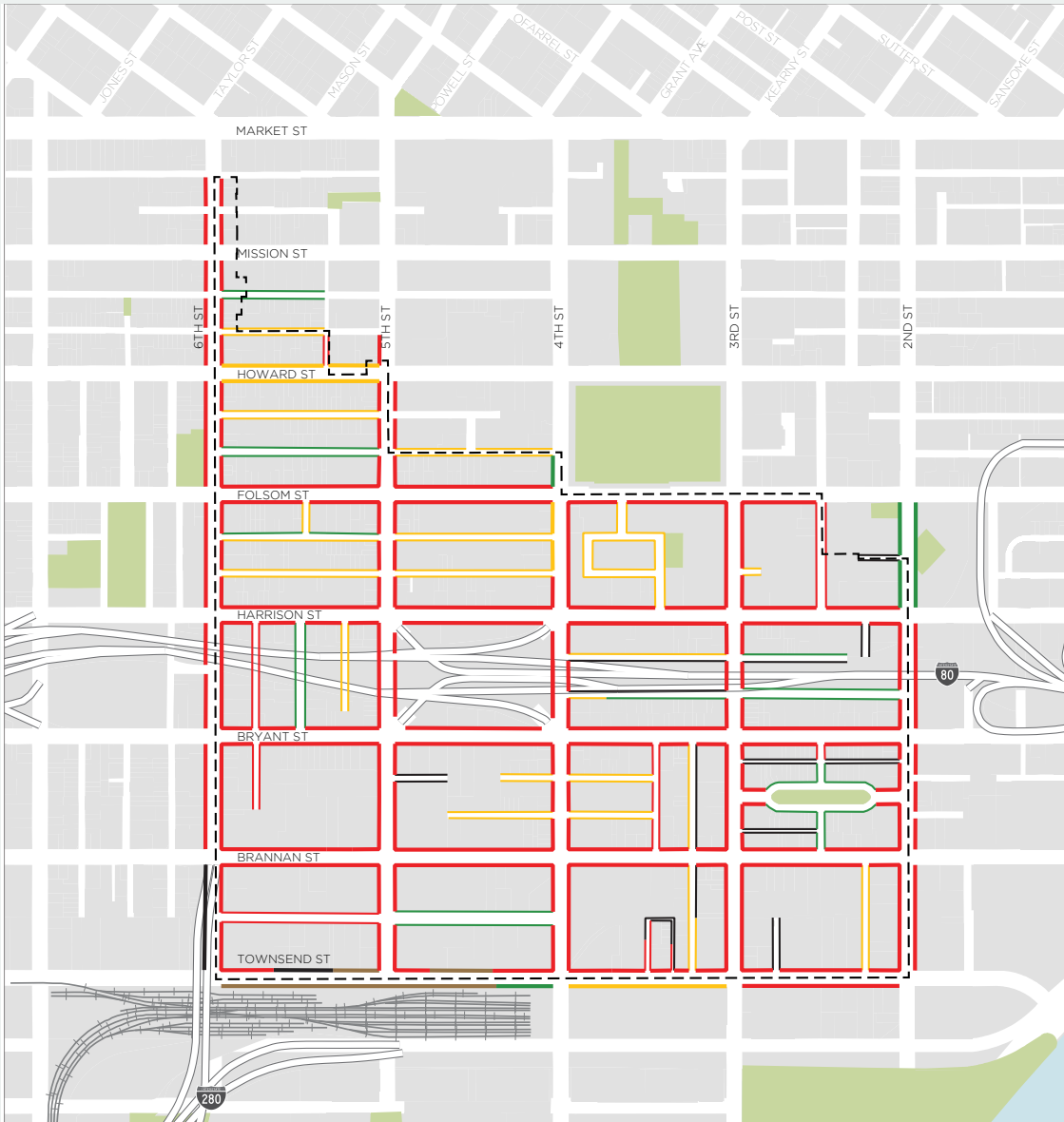
Improve sidewalks per Better Streets Plan:
Wider, greener



Photo by SF Planning, David Leong



IMPROVING WALKABILITY



Existing Sidewalk Widths

- 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

IMPROVING WALKABILITY

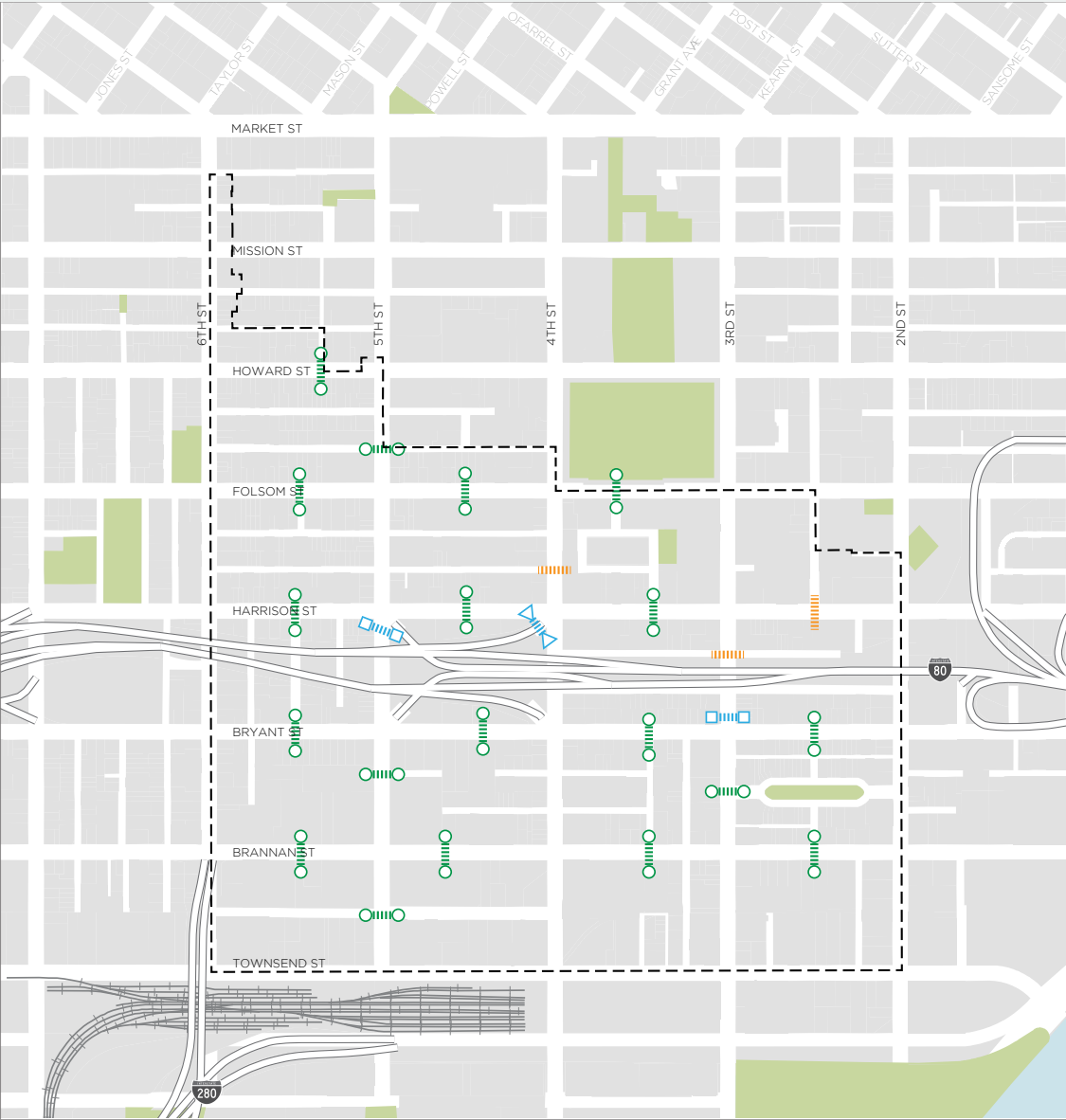
Provide safer and more frequent ways to cross

- * New crosswalks on long blocks**
- * Corner sidewalk bulb-outs for shorter crossings with more visibility**







Photo by SF Planning, David Leong

IMPROVING WALKABILITY



Potential New Crossings

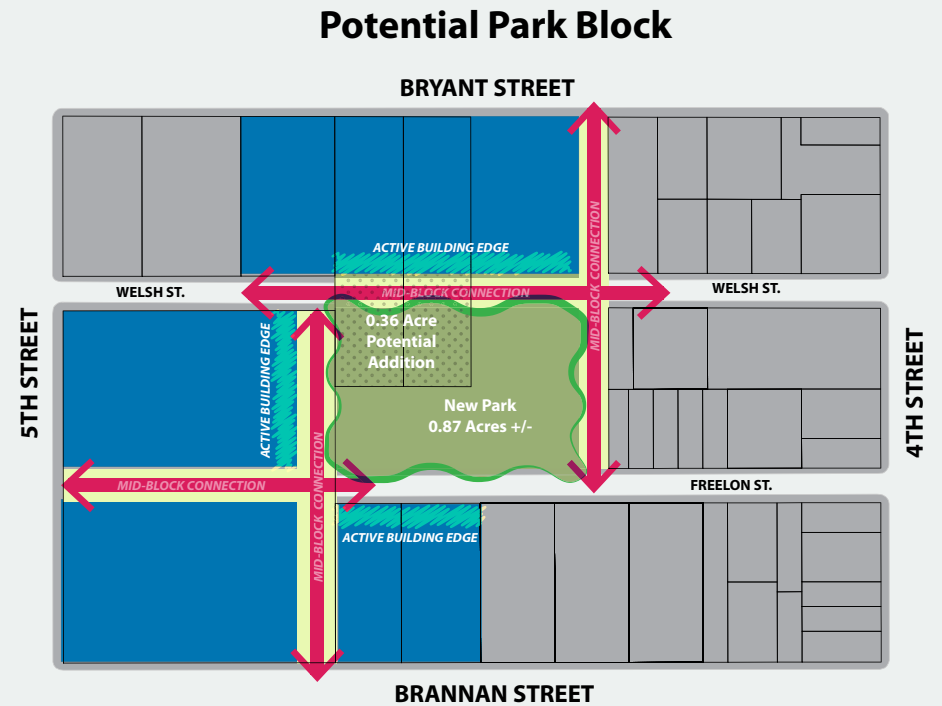
-  New crosswalk
-  New crosswalk proposed in other plans and projects
-  Closed crosswalks at existing signalized intersection, to be opened
-  Existing crosswalks across major streets at minor streets (existing crosswalks at the intersection of two major streets are not shown)

IMPROVING WALKABILITY

- Improve existing alleys
- Create new alleys



Photo by Goggle Street View



IMPROVING WALKABILITY

Improve walking conditions under the freeways



Photo by SF Planning



IMPROVING BIKING

OBJECTIVE 4.2

Make cycling a safe and convenient transportation option throughout the Plan Area for all ages and abilities



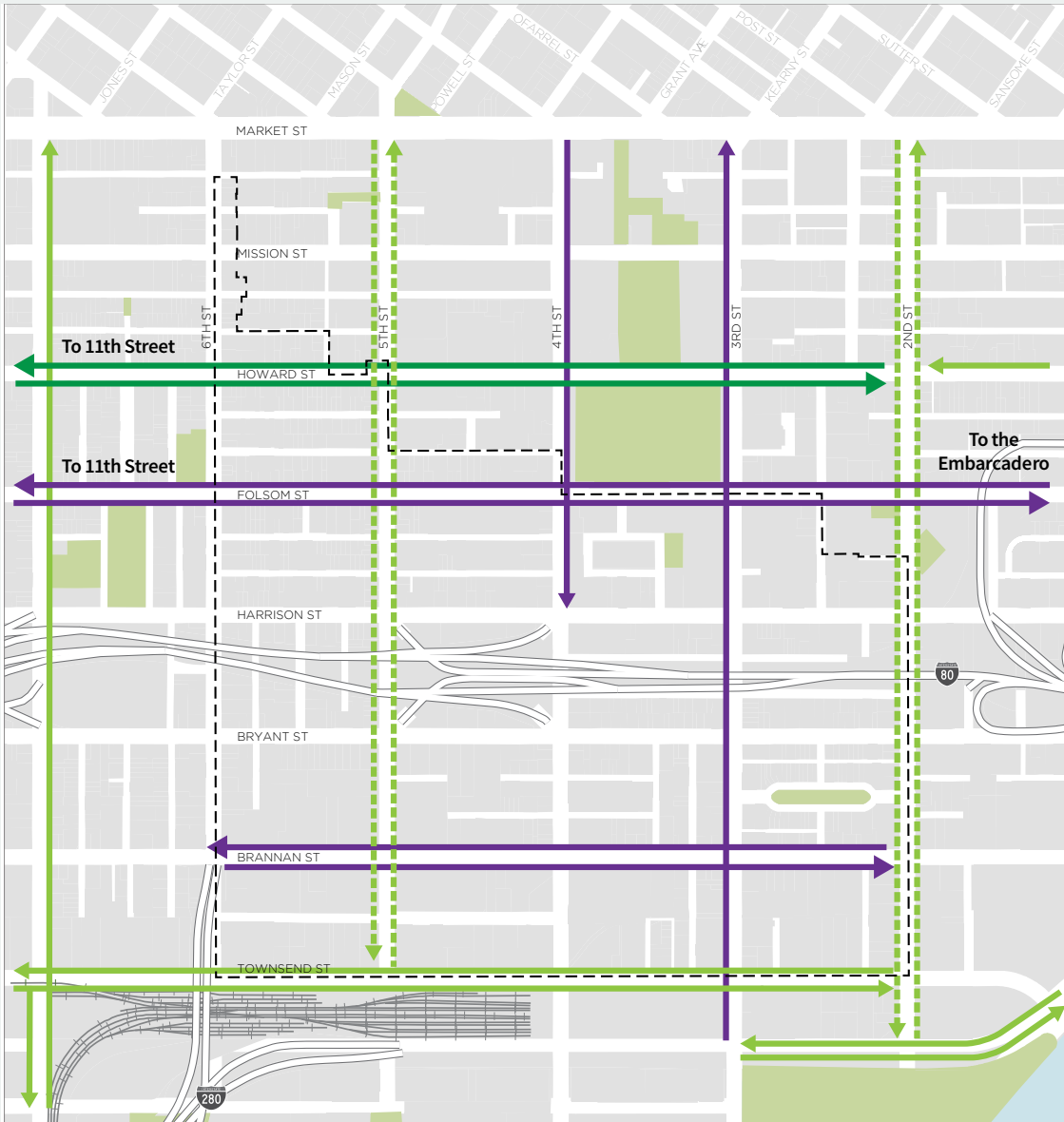
Photo by SF Planning, David Leong.






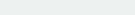
Photo by SF Planning, Paolo Ikezoe



IMPROVING BIKING



Potential new bicycle facilities

-  Proposed one-way cycletracks
-  Proposed bicycle lanes
-  Existing bicycle lanes
-  Bicycle lanes and cycle tracks in other plan and projects

IMPROVING TRANSIT

OBJECTIVE 4.3

Ensure that transit serving the Plan Area is adequate, reliable, and pleasant



IMPROVING TRANSIT

Funding

AMOUNT	%	TO	USE
\$333	67%	SFMTA	Capital maintenance, service reliability, service
\$167	33%	Regional (BART, Caltrain, etc.)	<p>1/3: Mid-term capacity (e.g., more cars, improve existing stations)</p> <p>1/3: Long-term capacity (e.g., 2nd transbay tube)</p> <p>1/3: Caltrain (e.g., undergrounding, electrification, DTX)</p>

CARS AND TRUCKS

OBJECTIVE 4.4

Encourage mode shift away from private automobile use

OBJECTIVE 4.5

Accommodate regional, through, and delivery traffic when necessary, but mitigate the impacts of such traffic on local livability and circulation



Photo by SF Planning, Paolo Ikezoe



Photo by <https://www.inverse.com/article/14388-lyft-and-uber-workers-must-pay-san-francisco-91-to-keep-driving>

IMPROVING STREETS

- Design process for each street (starting with Folsom and Howard)
- CEQA being completed through Central SoMa EIR - bookends for what can be done
- Funding identified: \$130 Million from new development



Photo by Sergio Ruiz.



GOAL FIVE

Offer an Abundance of Parks and Recreational Opportunities



EXISTING PARKS AND RECREATION CENTERS



Yerba Buena Gardens

Gene Friend Rec Center

Victoria Manalo Draves Park

South Park

GOAL FIVE

Offer an Abundance of Parks and Recreational Opportunities

OBJECTIVE 5.1

Maximize the benefit provided by existing parks and recreational facilities

OBJECTIVE 5.2

Create new public parks

OBJECTIVE 5.3

Create new public recreational opportunities



GOAL FIVE

Offer an Abundance of Parks and Recreational Opportunities (cont'd)

OBJECTIVE 5.4

Utilize the street right-of-way for additional green spaces, gathering and recreational opportunities

OBJECTIVE 5.5

Augment the public open space and recreation network with privately-owned public open spaces (POPOS)



GOAL FIVE

Offer an Abundance of Parks and Recreational Opportunities (cont'd)

OBJECTIVE 5.6

Ensure the neighborhood's parks and recreation offerings function as a network and complement the facilities of the broader SoMa area



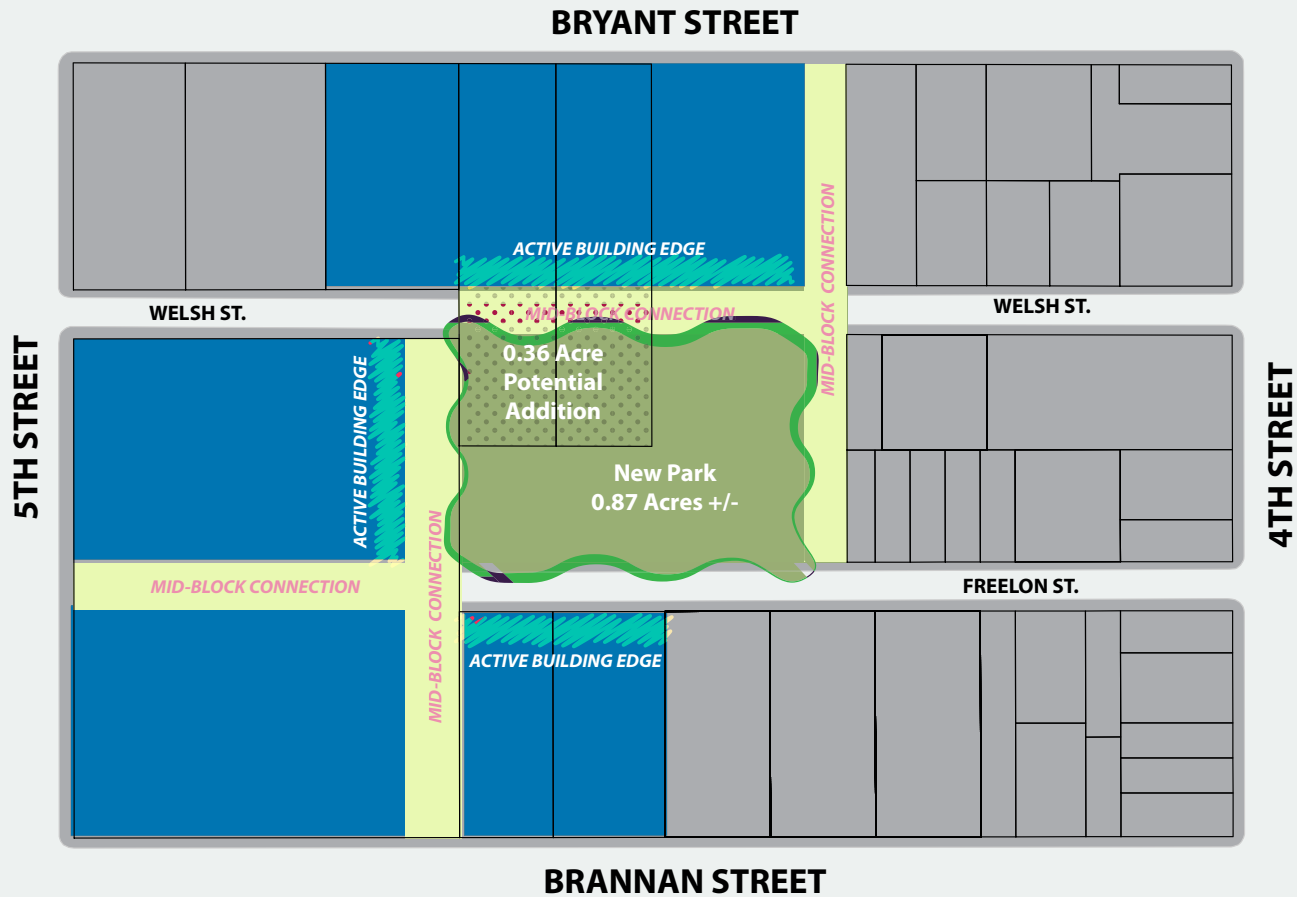
EXISTING PARKS AND RECREATION CENTERS



NEW PARKS AND RECREATION CENTERS

PUC Park

Potential Park Block



EXISTING PARKS AND RECREATION CENTERS

Other Public Parks and Recreational Facilities



Photo by SF Planning



Photo by https://s3-media2.fl.yelpcdn.com/bphoto/e1a0IAAVQeTgSu6qv__pg/348s.jpg



SoMa West Skatepark and Dog Run. Photo by Ethan Kaplan, SF Arts Commission.

NEW PARKS AND RECREATION CENTERS

POPOS



POPOS in Downtown. Photo by Petar Iliev, SF Planning.



POPOS in Downtown. Photo by Petar Iliev, SF Planning.



Photo by http://www.smith2.com/assets/Marathon-Plaza_MODIFIED-LESS.jpg

NEW PARKS AND RECREATION CENTERS

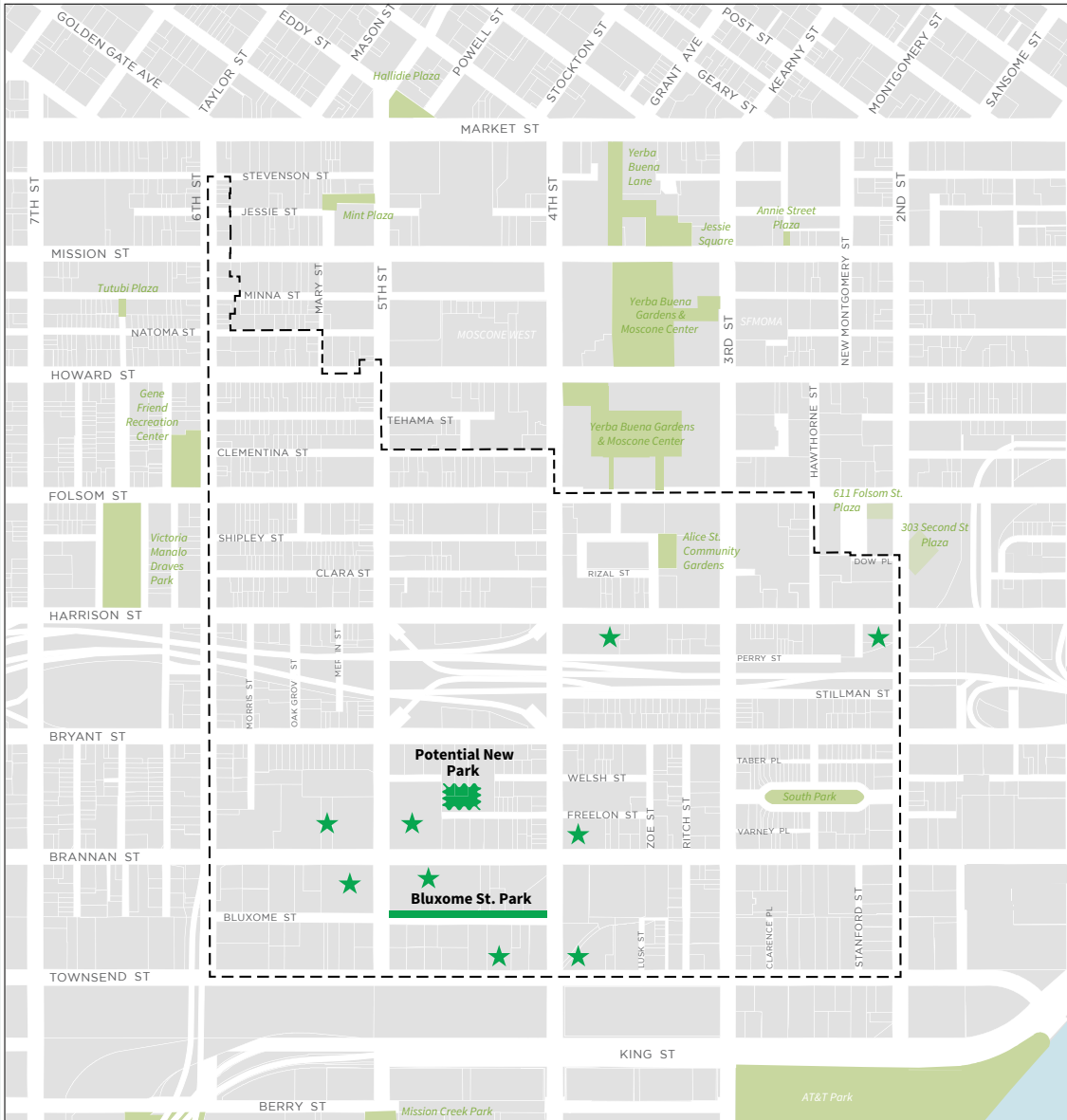
Funding

AMOUNT	FOR
\$80M	Privately Owned Public Open Spaces (“POPOS”)*
Up to \$30M P	New public park (“South Park West”)
Up to \$25M P	Gene Friend Recreation Center reconstruction and expansion
Up to \$15M	New public recreation center
Up to \$10M	Towards a new, large SoMa Park
Up to \$10M	Under freeway public recreation space
Up to \$5M P	Programming for Victoria Manalo Draves Park
Up to \$5M	New Bluxome Linear Park

*Cost represents the estimated value of ~4 acres of space based on Plan proposed development requirement for POPOS. No City money is being spent on POPOS.

P = Priority for funding

NEW PARKS AND RECREATION CENTERS



Potential Parks & Recreation Network

- Existing Parks, Recreation Centers, Plazas, and POPOS
- Potential Parks
- Potential development sites containing POPOS

GOAL EIGHT

Ensure that New Buildings Enhance the Character of the Neighborhood and the City

OBJECTIVE 8.1

Ensure that the ground floors of buildings contribute to the activation, safety, and dynamism of the neighborhood



GROUND FLOORS

Engaging ground floors encourage walking and a sense of place.



300 Ivy, David Baker Architects, Photo by Bruce Damonte



Photo by SF Planning

ACTIVE USES

Beautiful design alone doesn't make a great public place...



965 Howard Street, Jim Jennings Architecture, Photo by Ryan Associates



Photo by SF Planning

ACTIVE USES

There has to be a reason to be there.



Stable Cafe, Photo by Thomas Brian Lackey



Souvla, Photo by bittenbythetravelbug.com

DESIGN

Activation isn't enough...



Photo by SF Planning



Photo by SF Planning

DESIGN

Ground floors need to be inviting, transparent, and human-scaled.



Bayview Branch Library, THA Architecture, Photo by Bruce Damonte



Brian Gross Fine Art, Karin Payson architecture and design, Photo by Bruce Damonte

SETBACKS

Sidewalks need space for movement, amenities, and rest.



Photos by SF Planning

Richardson Apartments, David Baker Architects, Photo by Bruce Damonte

PARKING AND LOADING

When cars take priority, people lose safety and comfort.



Photo by SF Planning.



Photo by SF Planning.



Ritch Alley, Loading dock near Little Skillet. Photo by Kendra Aronson

NEXT STEPS

COMMUNITY MEETINGS

December 6th

Environmental Sustainability, Cultural Preservation, Architecture and Design

DRAFT ENVIRONMENTAL IMPACT REPORT (EIR)

Release December 2016

60 day comment period

PLAN ADOPTION

Begin Spring of 2017



THANKS

QUESTIONS AND COMMENTS?

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