PLAN AREA

2,000 Feet

Central Subway under construction, expected to open in 2019
BART/Muni Metro Subway
Muni Metro (Surface)
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
**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
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
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
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

Better Streets | Bicycle Plan | Vision Zero | Muni Forward
Central Subway | Caltrain Electrification | High Speed Rail
Transportation Demand Management | Connect SF
Core Capacity Study
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
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
Improve walking conditions under the freeways
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.
Potential new bicycle facilities

- Proposed one-way cycletracks
- Proposed bicycle lanes
- Existing bicycle lanes
- Bicycle lanes and cycle tracks in other plan and projects
OBJECTIVE 4.3

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

Photo by SF Planning, David Leong.
### Funding

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

• 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
GOAL FIVE

Offer an Abundance of Parks and Recreational Opportunities
EXISTING PARKS AND RECREATION CENTERS

- Yerba Buena Gardens
- Victoria Manalo Draves Park
- Gene Friend Rec Center
- 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)
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

New Park
0.87 Acres +/-

0.36 Acre Potential Addition

ACTIVE BUILDING EDGE

MID-BLOCK CONNECTION
EXISTING PARKS AND RECREATION CENTERS

Other Public Parks and Recreational Facilities

Photo by SF Planning

Photo by https://s3-media2.fl.yelpcdn.com/bphoto/e1a0lAAVQAeTgSu6qv__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.

Photo by http://www.smith2.com/assets/Marathon-Plaza_MODIFIED-LESS.jpg
### NEW PARKS AND RECREATION CENTERS

<table>
<thead>
<tr>
<th>AMOUNT</th>
<th>FOR</th>
</tr>
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<tbody>
<tr>
<td>$80M</td>
<td>Privately Owned Public Open Spaces (&quot;POPOS&quot;)*</td>
</tr>
<tr>
<td>Up to $30M</td>
<td>New public park (&quot;South Park West&quot;)</td>
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<tr>
<td>Up to $25M</td>
<td>Gene Friend Recreation Center reconstruction and expansion</td>
</tr>
<tr>
<td>Up to $15M</td>
<td>New public recreation center</td>
</tr>
<tr>
<td>Up to $10M</td>
<td>Towards a new, large SoMa Park</td>
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<tr>
<td>Up to $10M</td>
<td>Under freeway public recreation space</td>
</tr>
<tr>
<td>Up to $5M</td>
<td>Programming for Victoria Manalo Draves Park</td>
</tr>
<tr>
<td>Up to $5M</td>
<td>New Bluxome Linear Park</td>
</tr>
</tbody>
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*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

Photo by Daniel Austin Hoherd, Flickr (CC BY-NC 2.0)
Engaging ground floors encourage walking and a sense of place.
Beautiful design alone doesn’t make a great public place...
There has to be a reason to be there.
Activation isn’t enough...
Ground floors need to be inviting, transparent, and human-scaled.
SETBACKS

Sidewalks need space for movement, amenities, and rest.
When cars take priority, people lose safety and comfort.
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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