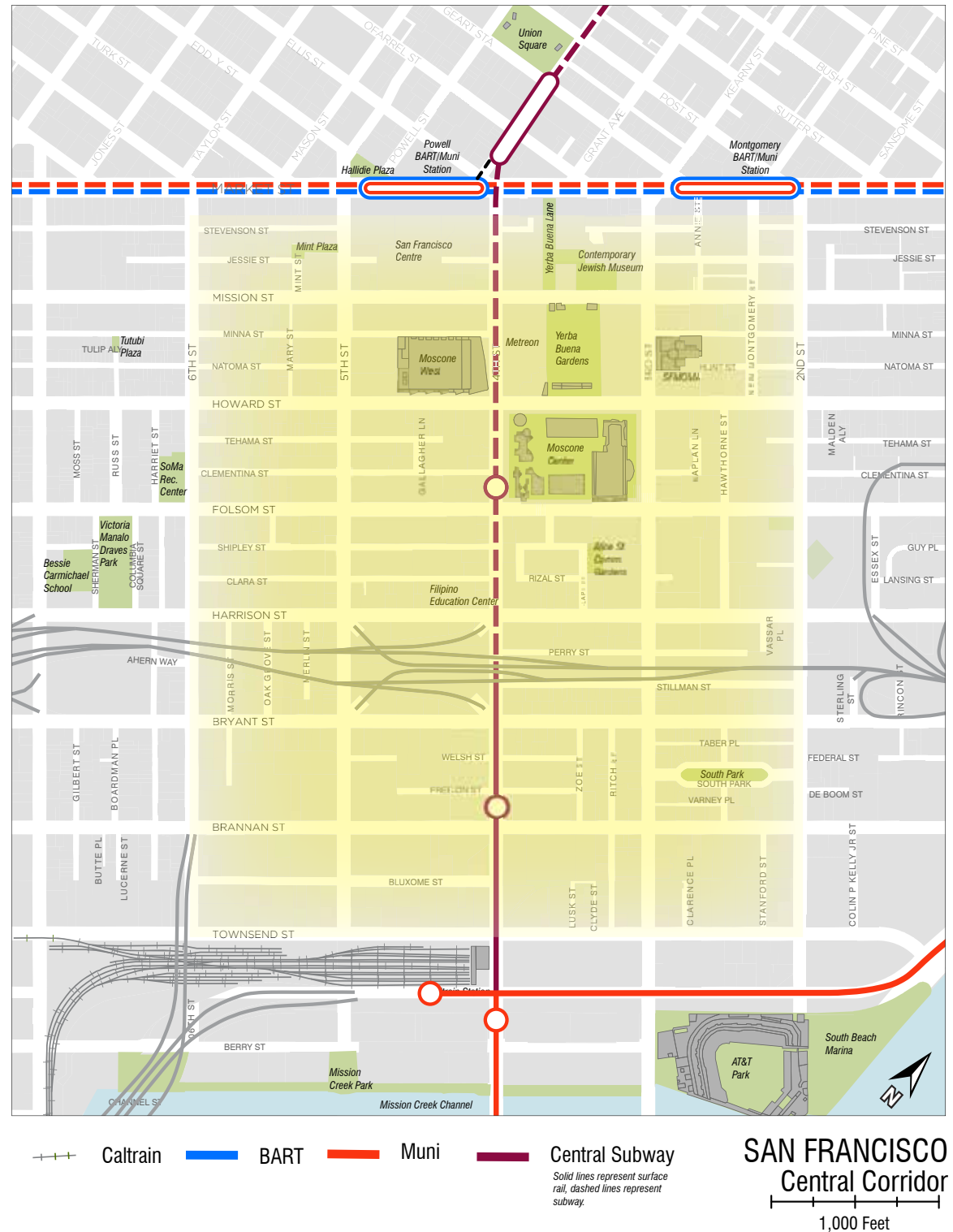


# CENTRAL CORRIDOR PLANNING PROJECT

**PUBLIC WORKSHOP - MARCH 6, 2012**

# Project Area

CENTRAL CORRIDOR

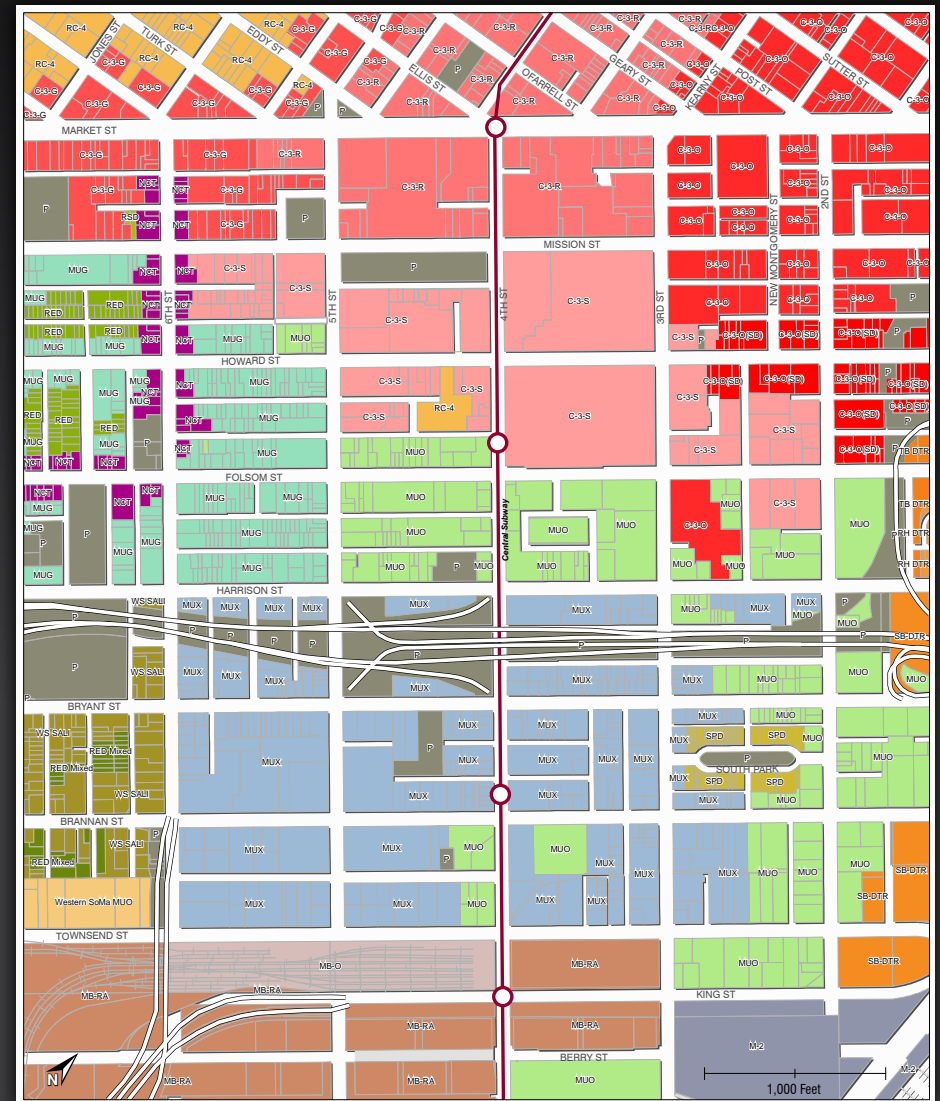
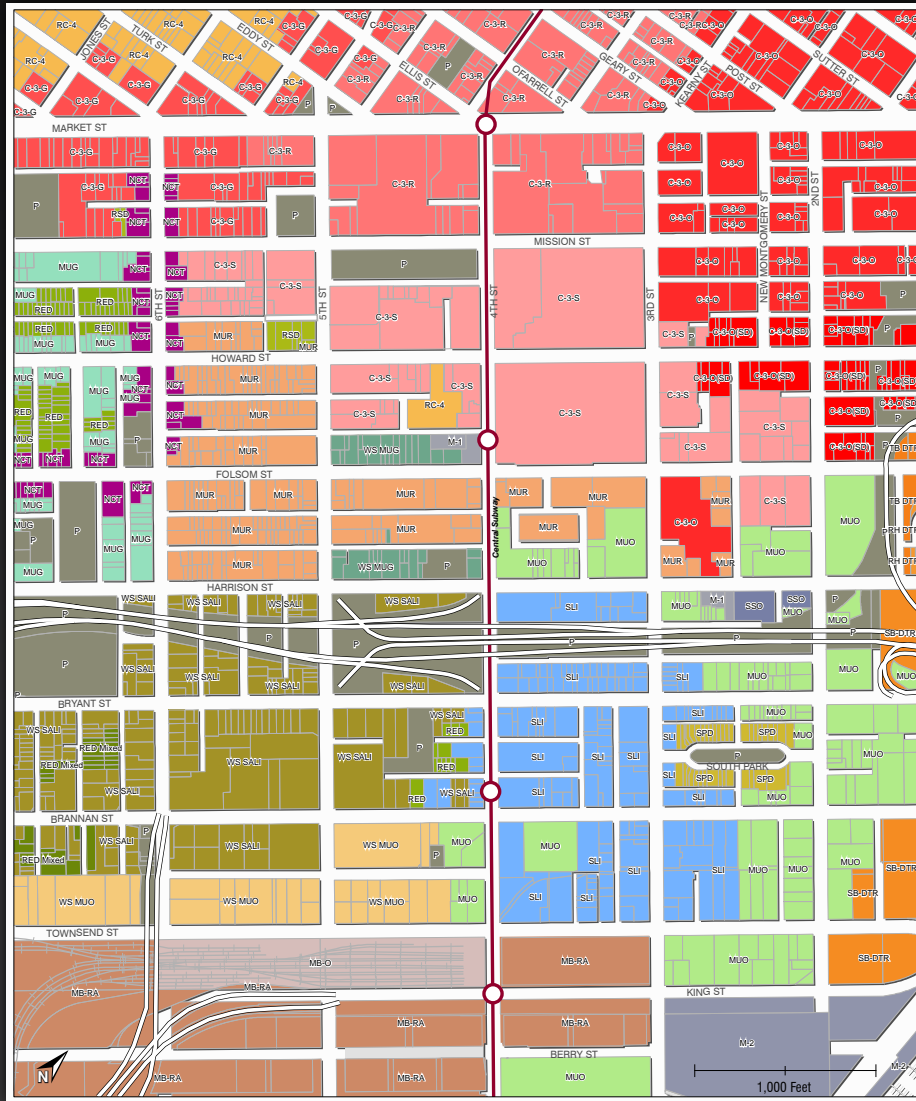


# Background: Project Timeline



- **February 2011:** Idea gathering/community outreach initiated
- **May 2011:** Background report released
- **Summer 2011:** Walking tours, storefront charrette, and community surveys
- **October 2011:** Public Realm Existing Conditions Report released
- **November 2011:** Public workshop on Land Use & Urban Form
- **Tonight:** Public Realm & EcoDistrict public workshop
- **April 2012:** Final public workshop
- **Late Spring 2012:** Draft Plan released, EIR initiated

# Background: Land Use



**Existing Zoning**  
(assumes Western SoMa adopted)

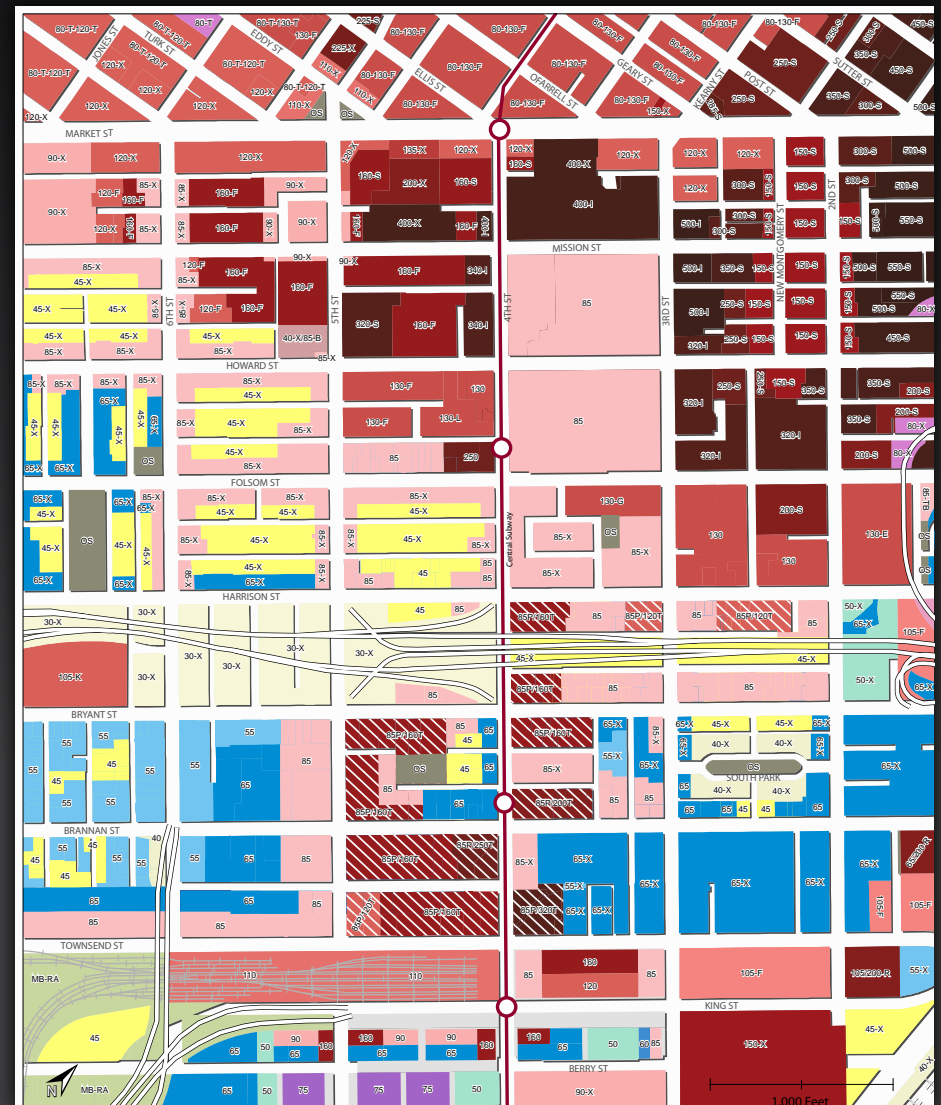
**Four zoning scenarios presented on November 29, 2011**



# Background: Urban Form



**Existing Height Limits**  
(assumes Western SoMa adopted)



**Four height limit scenarios presented**  
on November 29, 2011

# Background: Buildout Capacity

	Housing Units	Jobs
Existing Uses	6,700	34,500
Growth Potential - Existing Zoning	6,600	22,900
Growth Potential - Zoning Scenario 1	9,200 - 11,200	28,000 - 33,900
Growth Potential - Zoning Scenario 2	9,800 - 12,500	31,200 - 38,700
Growth Potential - Zoning Scenario 3	10,400 - 13,100	38,900 - 45,900
Growth Potential - Zoning Scenario 4	10,700 - 14,000	39,900 - 46,700

## **TONIGHT'S OBJECTIVE:**

### **Introduction of EcoDistrict Concept**

- 1. State and City environmental goals must be met.**
- 2. A coordinated approach to implementation can maximize efficiencies.**
- 3. The Central Corridor is an opportunity.**

## EcoDistrict

**A strategy for sustainable development on the neighborhood scale that improves self-reliance and reduces environmental impacts.**





# 1. STATE AND CITY GOALS MUST BE MET

## POWER

### *City Goals:*

- GHG free citywide electricity system by 2030
- Meet all electricity needs from renewable and zero-GHG energy sources

### *State Goals:*

- Zero Net Energy goals for all new residential construction by 2020 and commercial construction by 2030
- Achieve 12,000 megawatts of local renewable distributed generation by 2020



***A shift to local and renewable power.***

# 1. STATE AND CITY GOALS MUST BE MET

## WATER & WASTEWATER

### *City Goals:*

- Reduce water demand
- Capture and treat rainfall
- Increase water re-use

### *Guidelines and Ordinances:*

- Stormwater design guidelines
- Criteria for use of alternative water sources
- Recycled water ordinance
- Water efficient irrigation ordinance
- Green landscaping ordinance



***A citywide effort continues to address water supply and management.***

# 1. STATE AND CITY GOALS MUST BE MET

## WASTE

### *City Goals:*

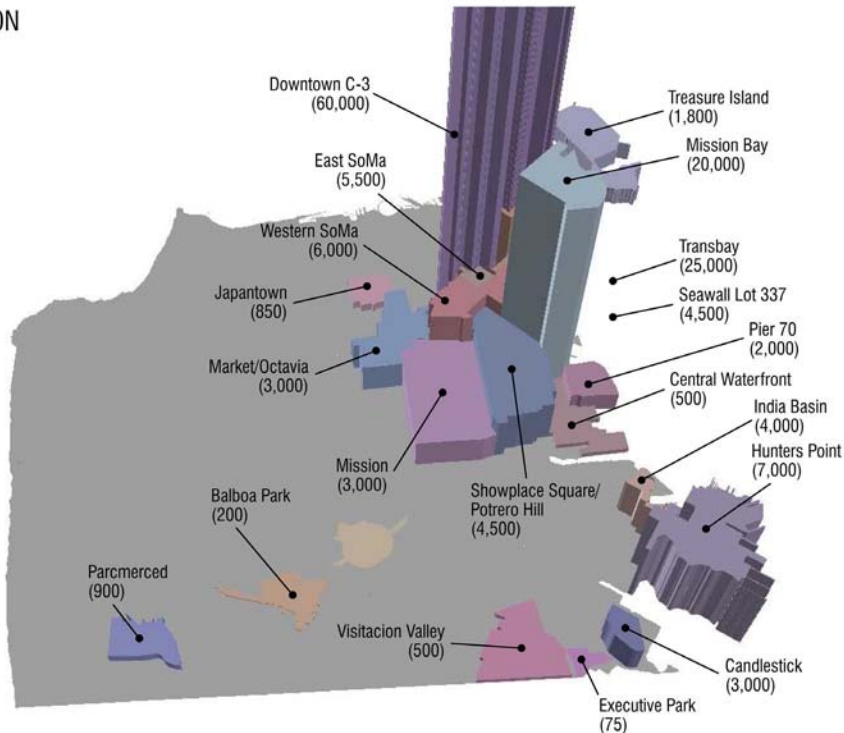
- 75% landfill diversion by 2010
- Zero waste by 2020
- Recycling ordinance



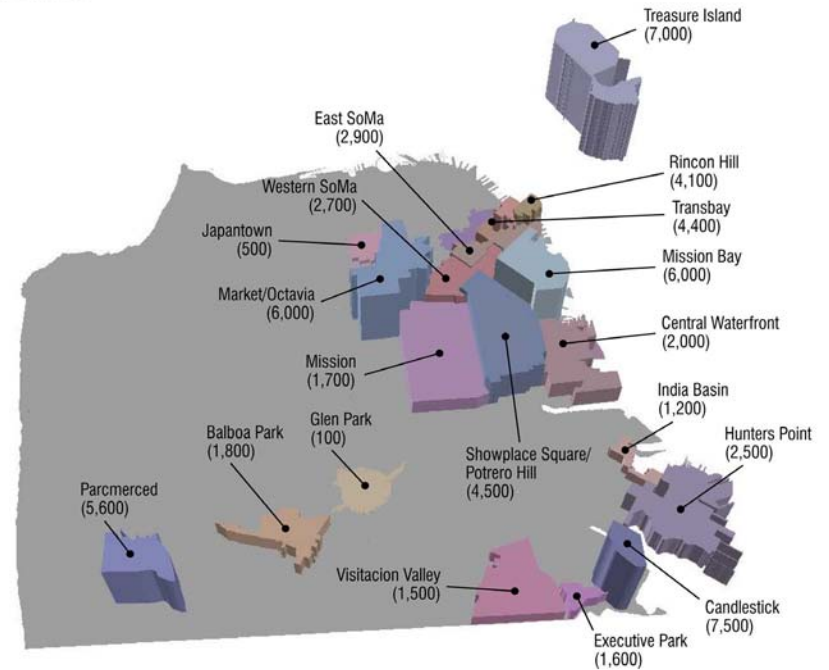
***Today, SF recovers 77% of the materials it discards.***

# 1. STATE AND CITY GOALS MUST BE MET

JOB ADDITION  
BY PLAN



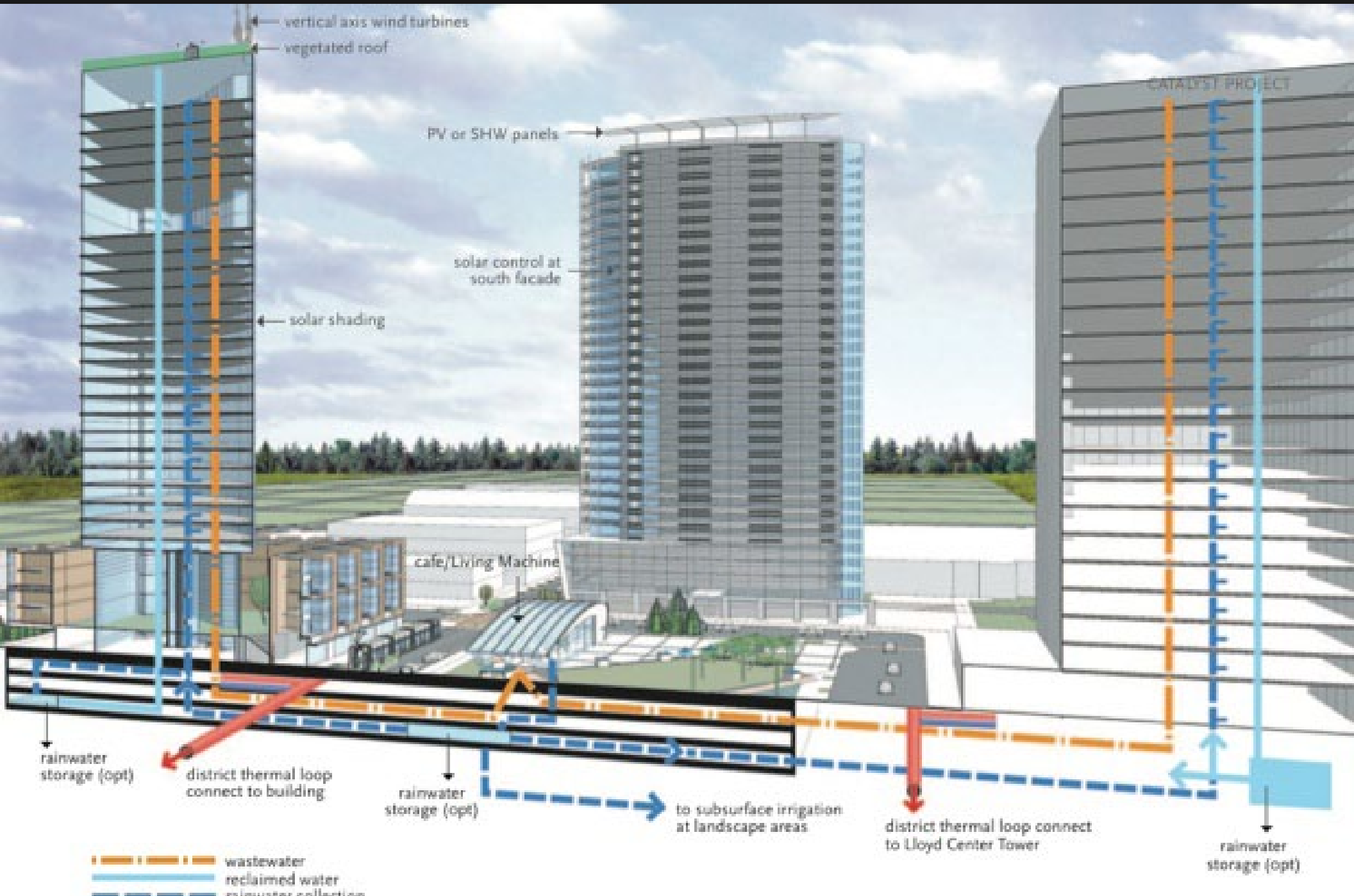
HOUSING ADDITION  
BY PLAN



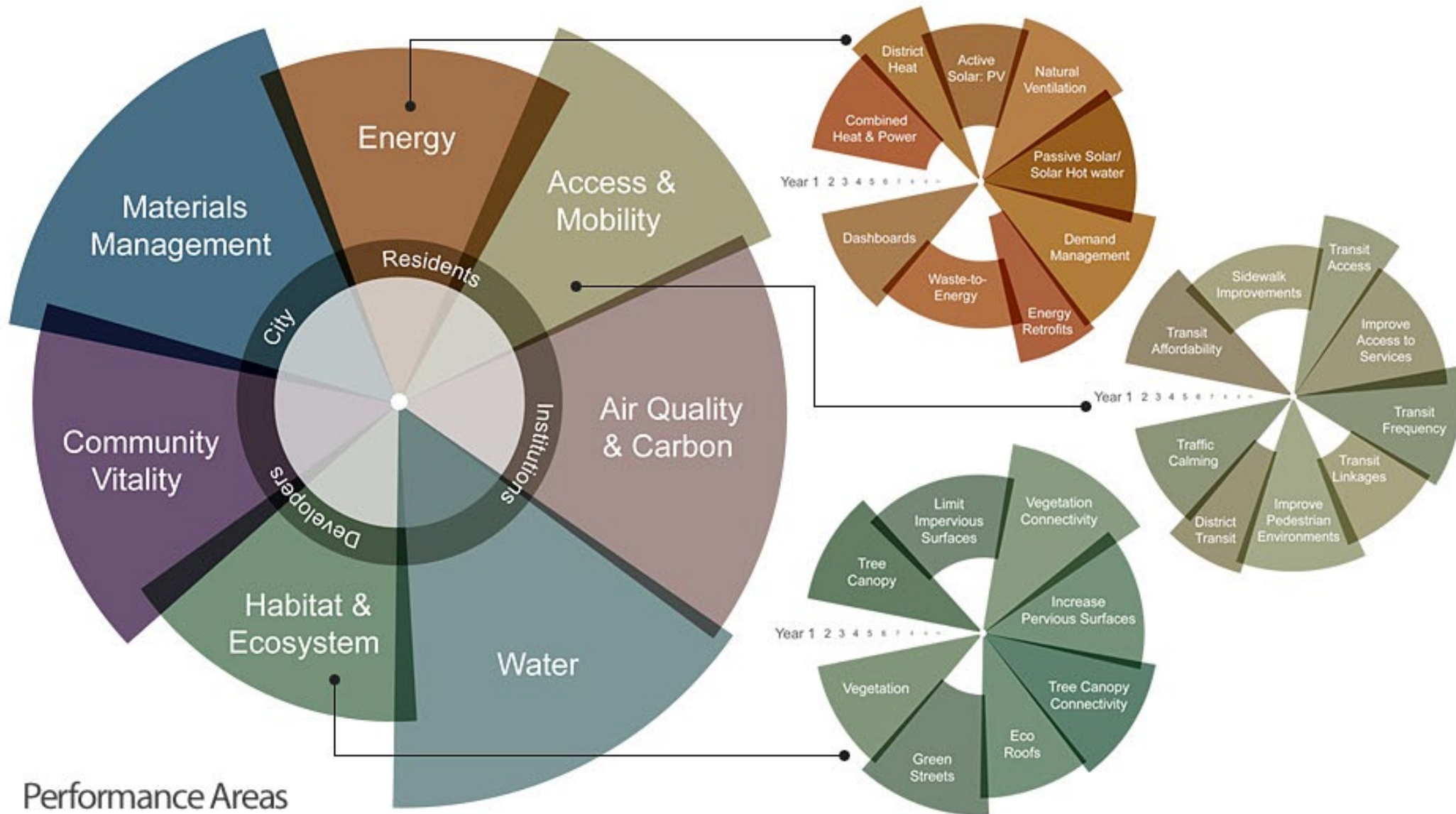
Accommodating growth while meeting environmental goals is our challenge and the purpose of this work.



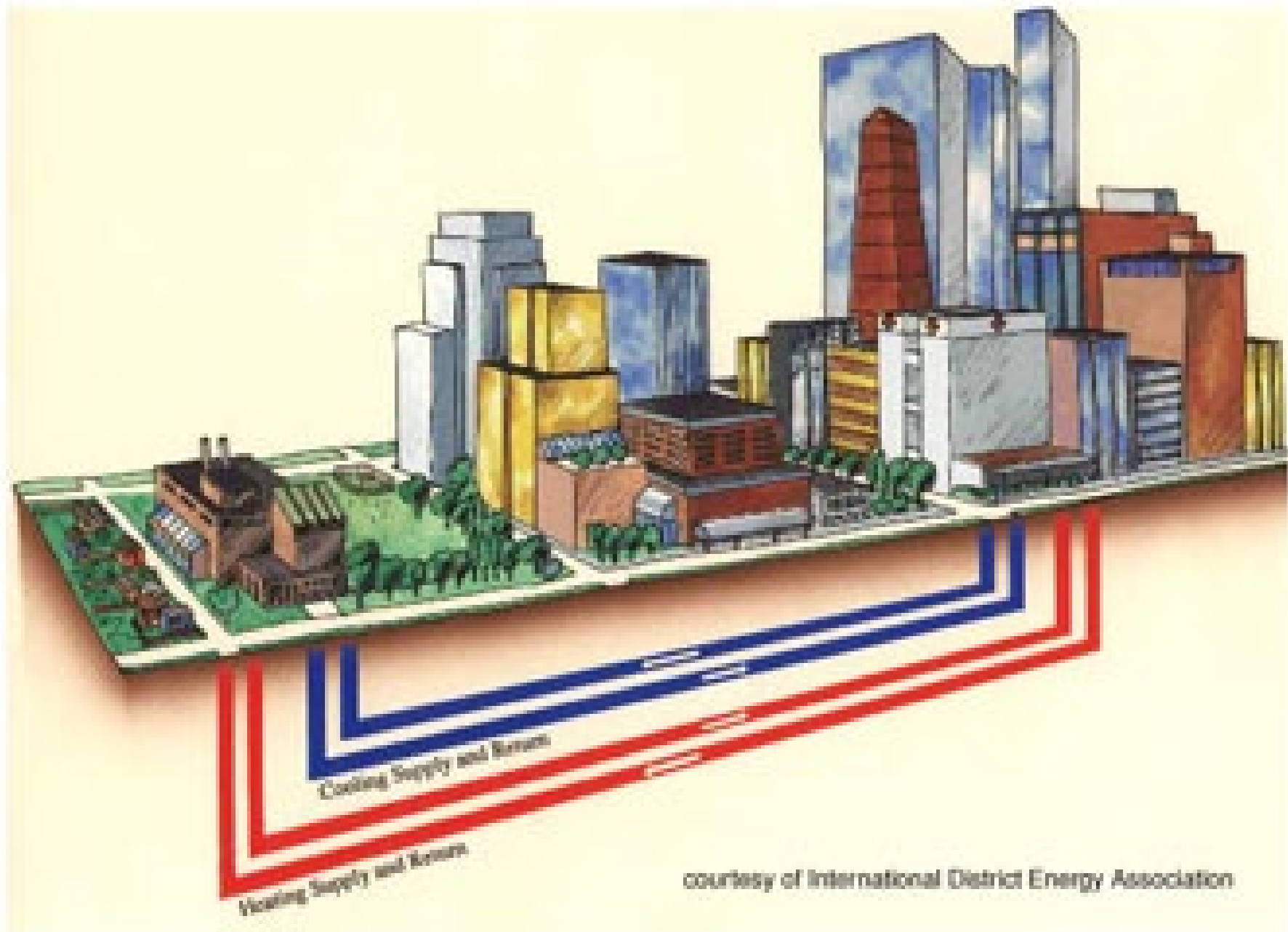
## 2. A COORDINATED APPROACH



## 2. A COORDINATED APPROACH



## 2. A COORDINATED APPROACH



## 2. A COORDINATED APPROACH





## 2. A COORDINATED APPROACH





# 3. AN OPPORTUNITY

CENTRAL CORRIDOR



### 3. AN OPPORTUNITY



# OPPORTUNITY POINTS





# PARTICIPATE

BUILDINGS - Property owners and developers

INFRASTRUCTURE - Public stakeholders

PUBLIC REALM -Residents

Questionnaire

Kate McGee

[kate.mcgee@sfgov.org](mailto:kate.mcgee@sfgov.org)

# Public Realm Existing Conditions Report

- Published October 2011
- Available online at:  
[centralcorridor.sfplanning.org](http://centralcorridor.sfplanning.org)



## PUBLIC REALM EXISTING CONDITIONS ASSESSMENT

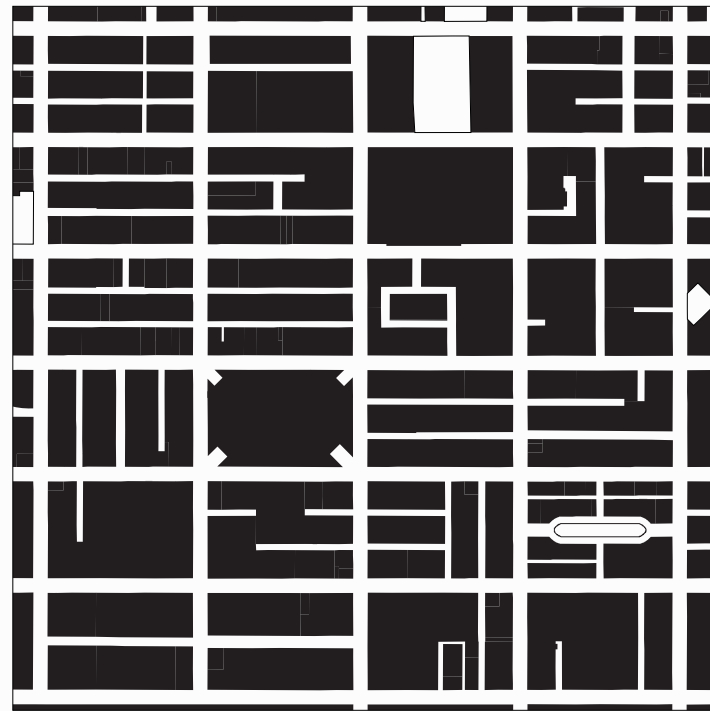
### CENTRAL CORRIDOR PLANNING PROJECT



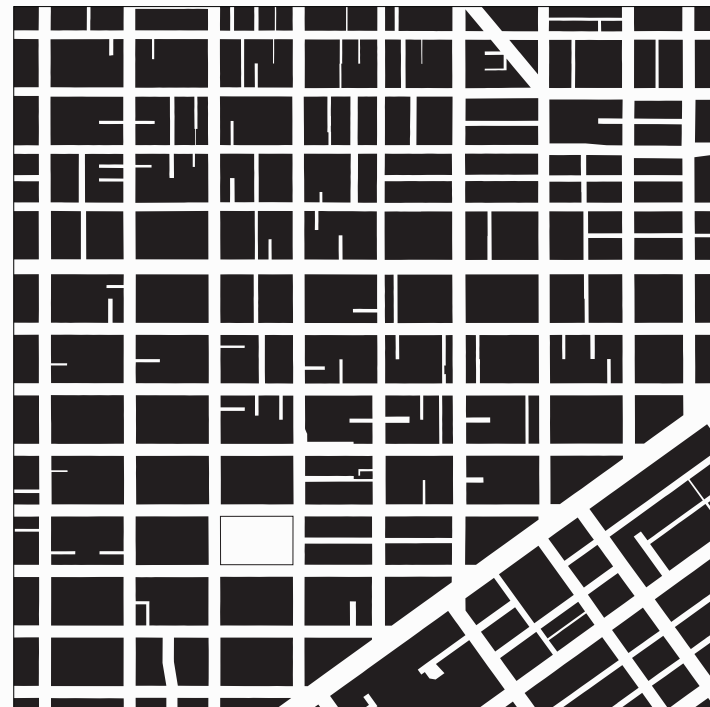
## Analysis: Block Pattern

- 82.5 ft. wide major streets.
- Major North-South streets are 825 ft. apart
- Major East-West streets are 550 ft. apart
- Large 10.5 acre blocks
- Large blocks inhibit pedestrian movement by lengthening walking distances between points.
- Blocks often subdivided by minor streets, but often dead-end and lack pedestrian crossings at intersections.

CENTRAL CORRIDOR AREA BLOCK PATTERN



UNION SQUARE AREA BLOCK PATTERN

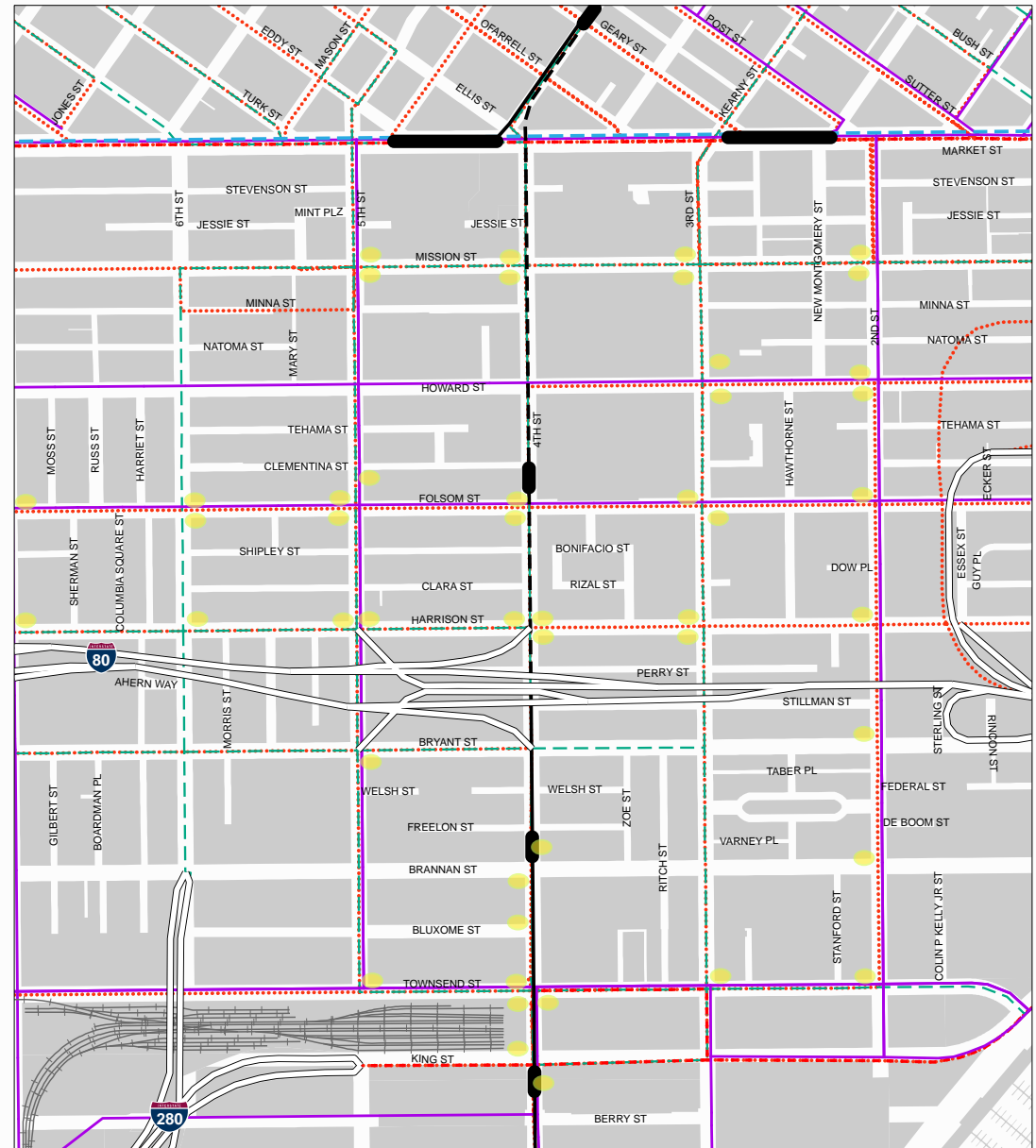


# Analysis: Transit Network

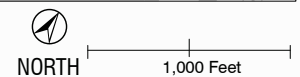
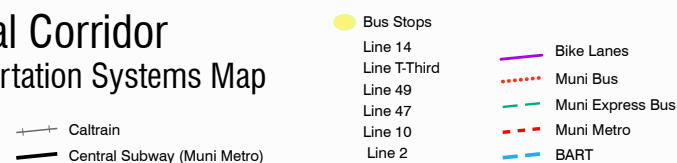
- Served by regional and local transit services including: BART, Caltrain, Muni, SamTrans and Golden Gate Transit.
- Central Subway will feature underground station at 4th Street/Folsom, and surface stations at Brannan and King Street.
- MTA's Transit Effectiveness Project proposes restructuring bus lines and adding "Downtown Connector" line running along Folsom/Harrison and 2nd Streets.

CENTRAL CORRIDOR

## TRANSPORTATION SYSTEM



Central Corridor  
Transportation Systems Map

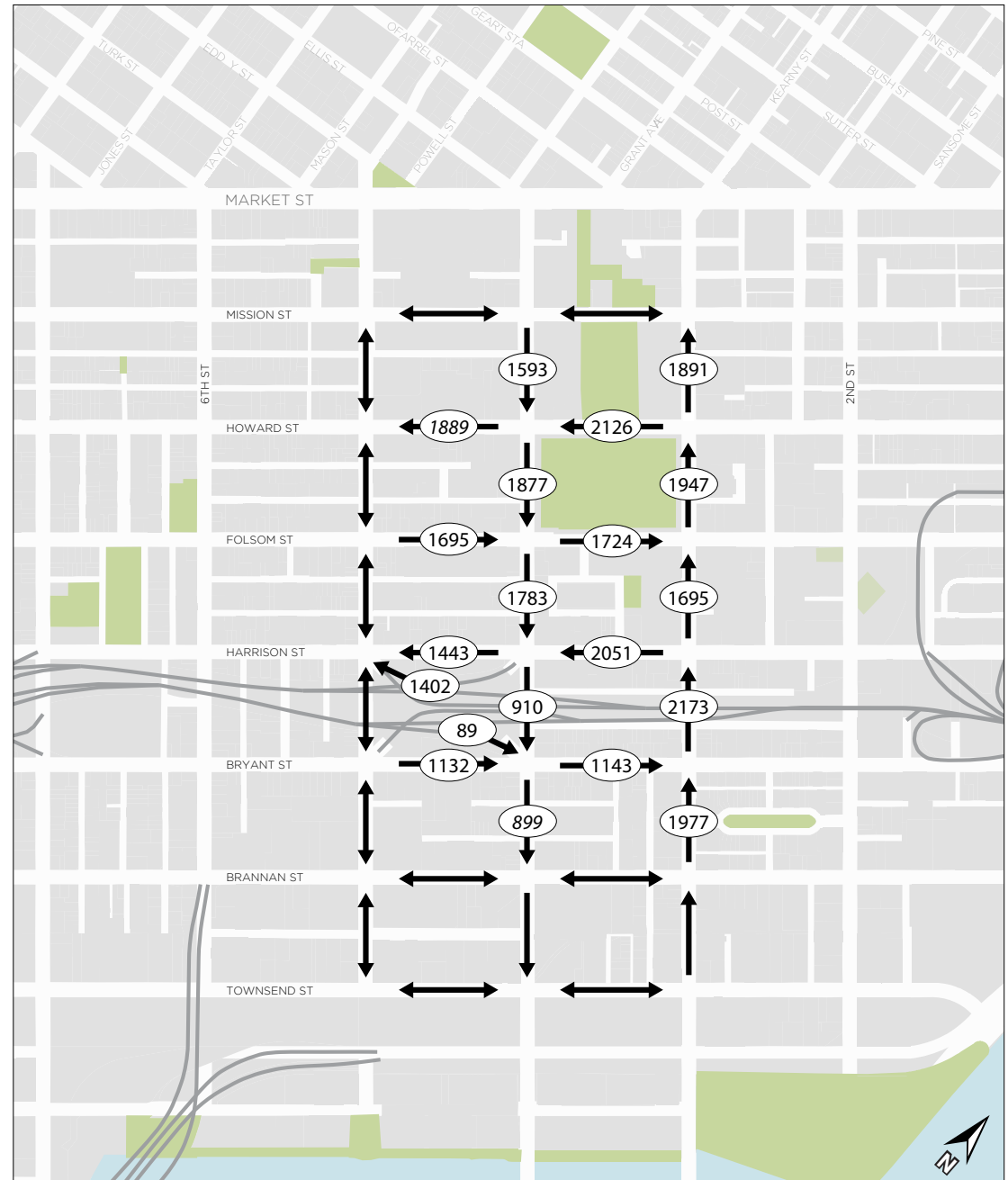




# Analysis: Traffic Volumes

- Accommodating high once-a-day peak rush hour traffic volumes often results in streets with more traffic lanes than are needed the rest of the day.
- Number of travel lanes on many major streets in the study area seems high when compared to other busy city streets.

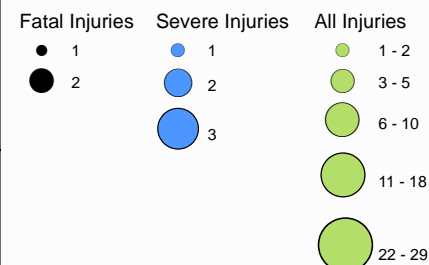
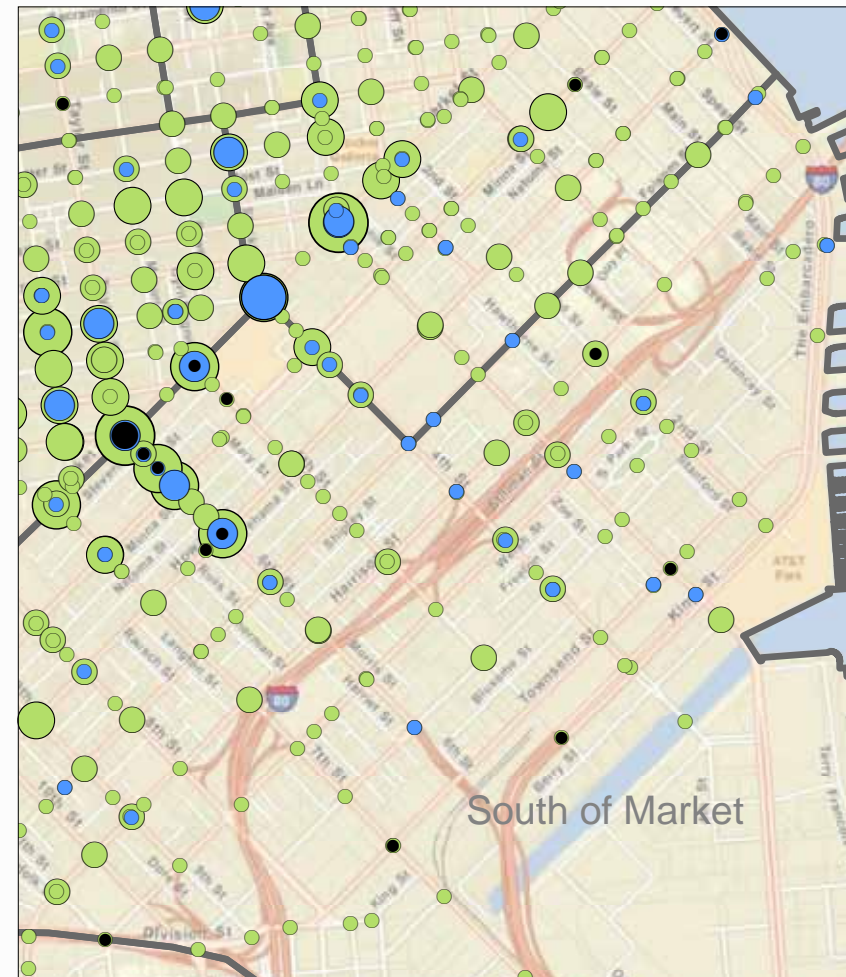
## PM PEAK HOUR TRAFFIC VOLUMES



# Analysis: Pedestrian Safety

- Area features some of the most dangerous intersections in the city for pedestrians.
- Data for the 2005-2009 period shows a high number of injuries at nearly all intersections of major streets in the area.
- Particularly high concentration of severe injuries along 4th Street.

## PEDESTRIAN INJURIES 2004-2009



Data Source: Statewide Integrated Traffic Records System (SWITRS)  
Production Date: 03/28/2011

All collisions are geocoded to the nearest intersection.

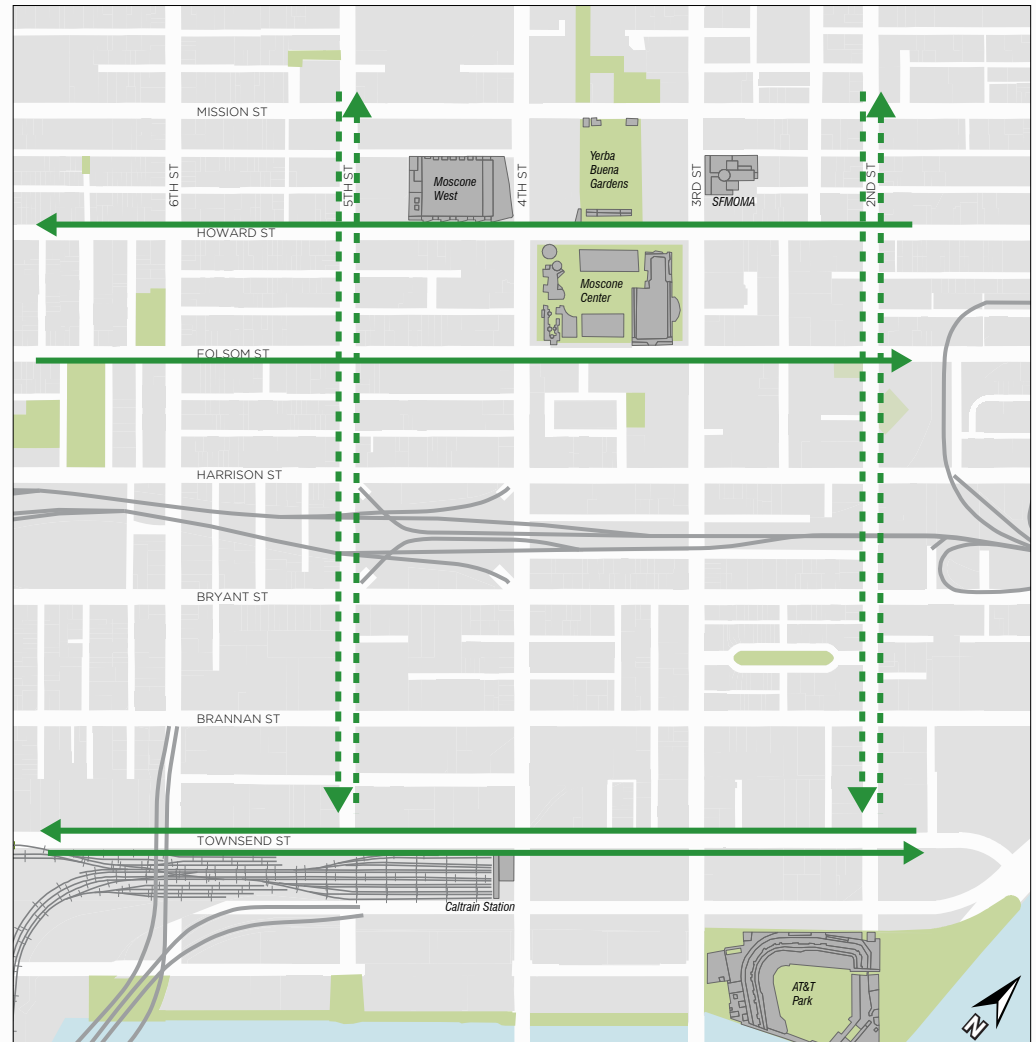
The City and County of San Francisco (CCSF) does not guarantee the accuracy, adequacy, completeness or usefulness of any information. CCSF provides this information on an "as is" basis without warranty of any kind, including but not limited to warranties of merchantability or fitness for a particular purpose, and assumes no responsibility for anyone's use of the information.

City & County of San Francisco  
Dept. of Public Health  
IT - Community Health Programs & Admin. Services

# Analysis: Bicycling Facilities

- Existing bike lanes located on Howard, Folsom, and Townsend Streets.
- San Francisco Bicycle Plan calls for new bike lanes on 5th and 2nd Streets.

## EXISTING & PROPOSED CYCLING FACILITIES



- Existing bicycle lanes
- - - Planned bicycle lanes

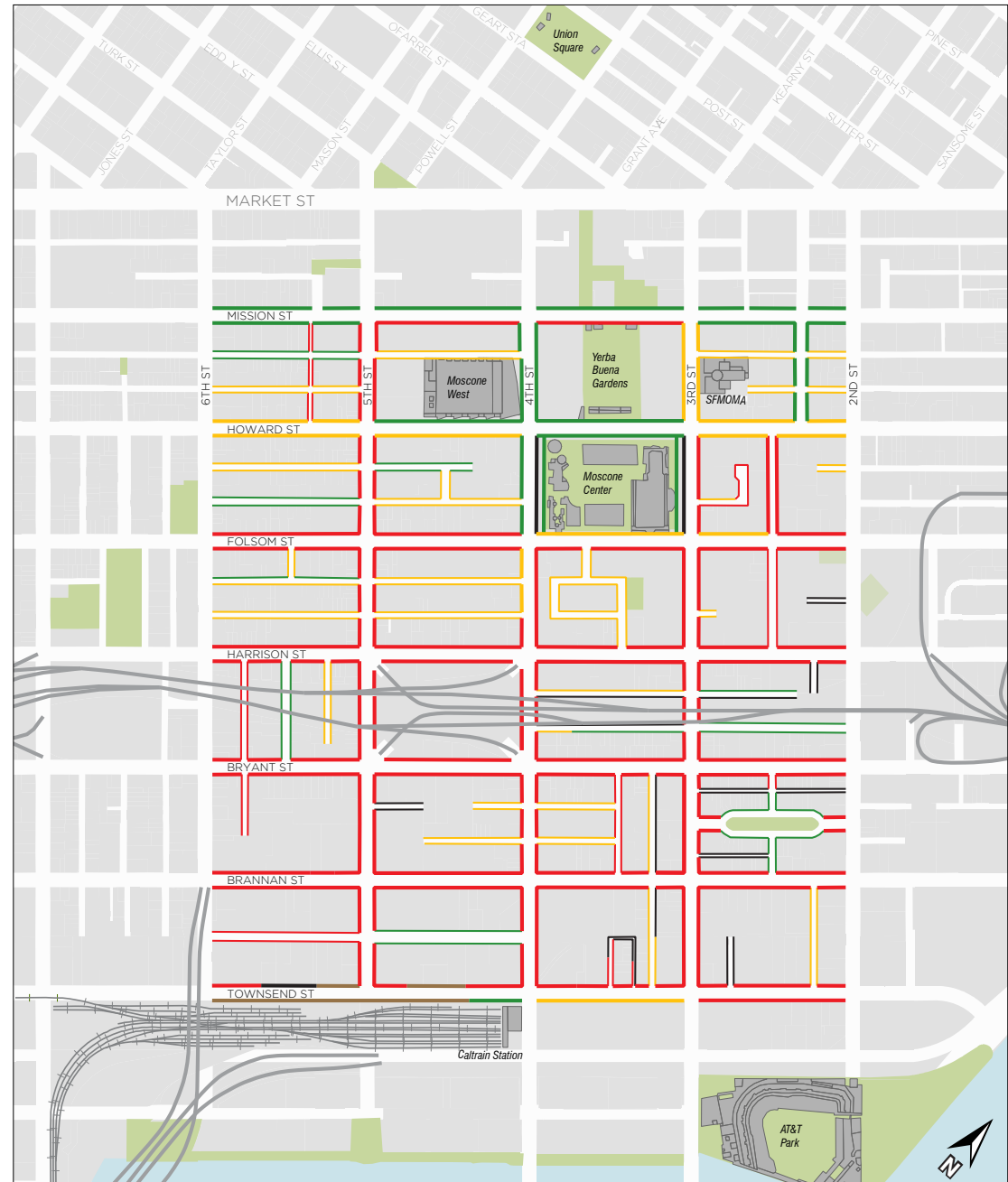
# Key Challenges: Sidewalk Width



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

CENTRAL CORRIDOR

## EXISTING SIDEWALK CONDITIONS



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

1,000 Feet

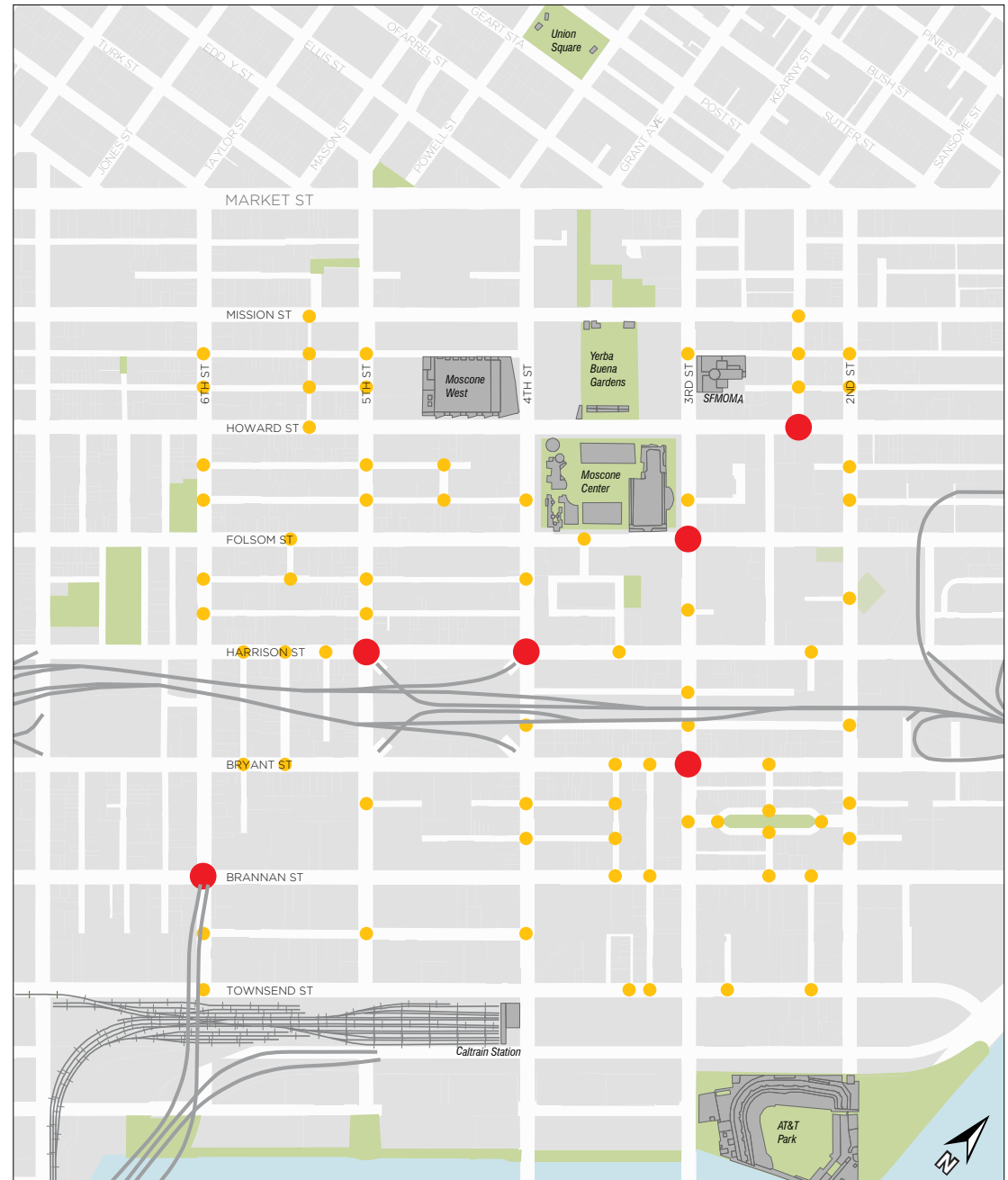


# Key Challenges: Pedestrian Crossings

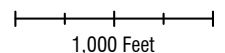


- Currently six closed crosswalks in plan area
- Intersections of minor streets/alleys with major streets usually not marked for pedestrian crossing
- I-80 and its ramp system serve as an imposing barrier to pedestrian crossing

## EXISTING PEDESTRIAN CROSSING CONDITIONS



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

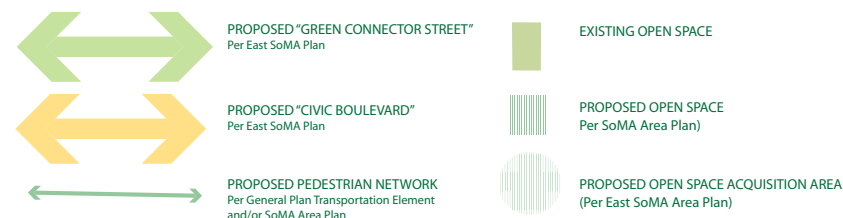
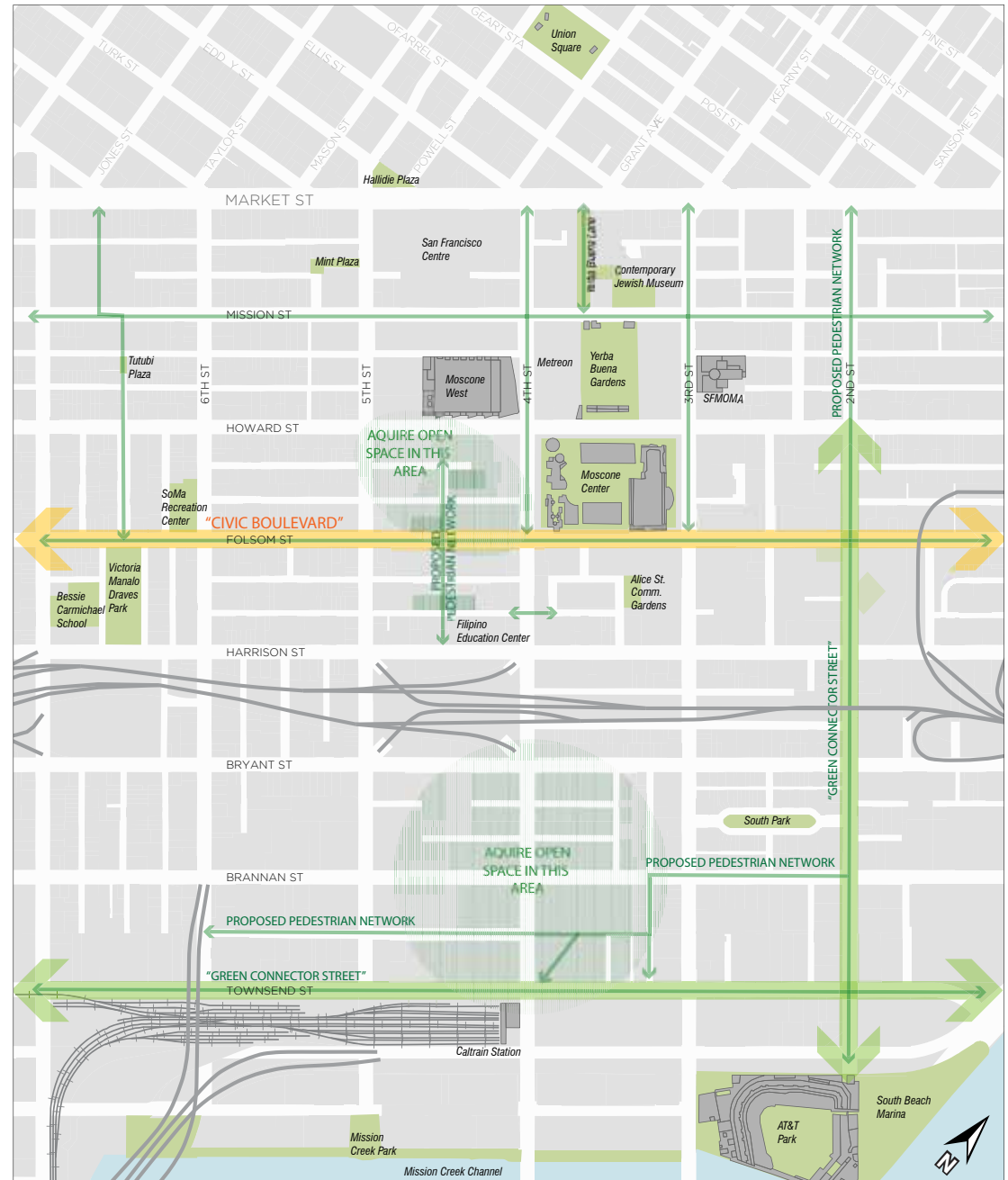


# Key Challenges: Open Space Needs



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

## OPEN SPACE NETWORK - EXISTING & PREVIOUSLY PLANNED



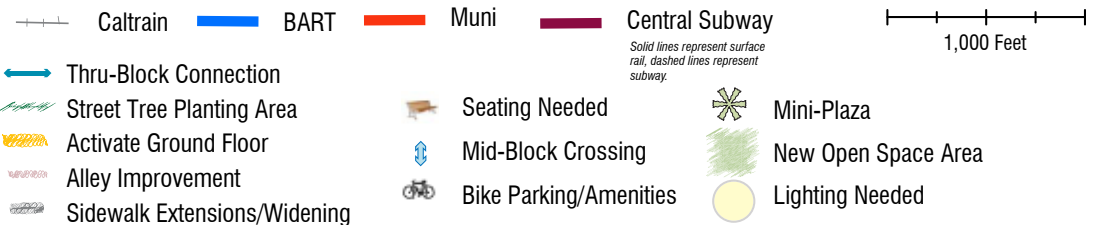
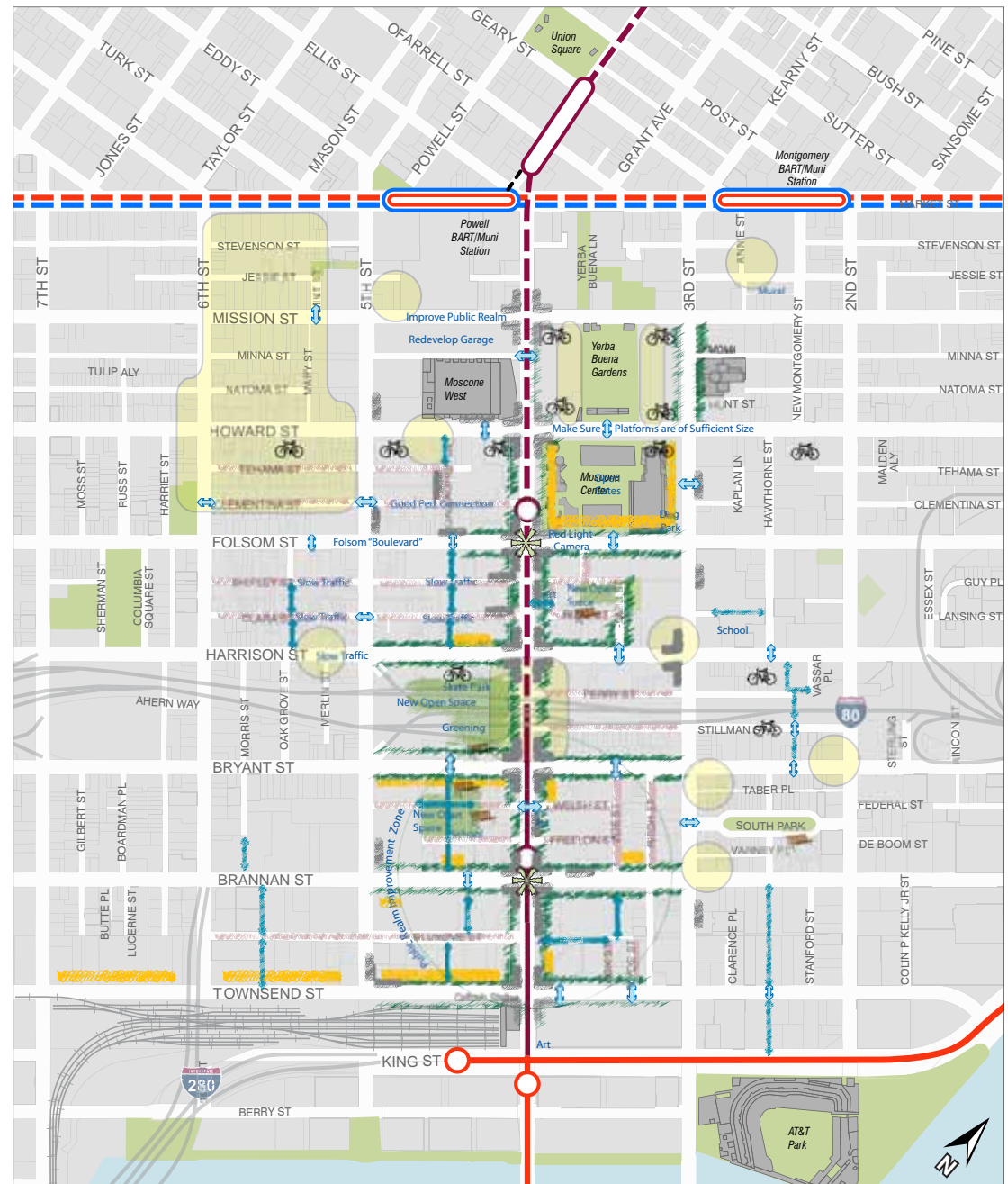
# Idea Gathering



- February - July 2011 idea gathering, including hands-on mapping games to identify issues and opportunities

CENTRAL CORRIDOR

## Public Realm "Game" Results: Synthesis Diagram

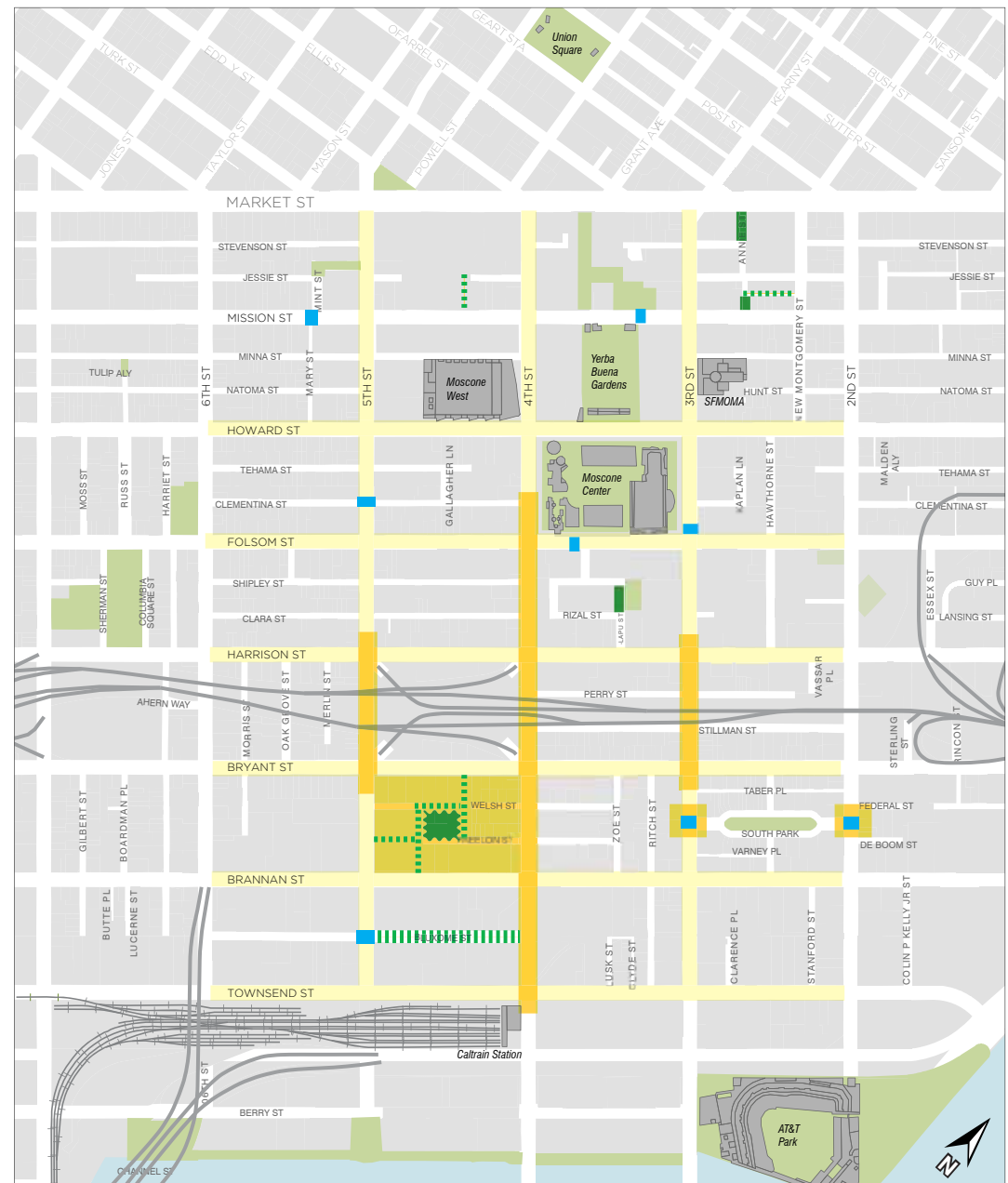


# Public Real Plan Goal:

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

## Strategy:

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



- Public Realm Design Focus Areas
- Streetscape Improvement Policy Areas
- New Public Open Space Under Study
- New Pedestrian Crossings Under Study

1,000 Feet

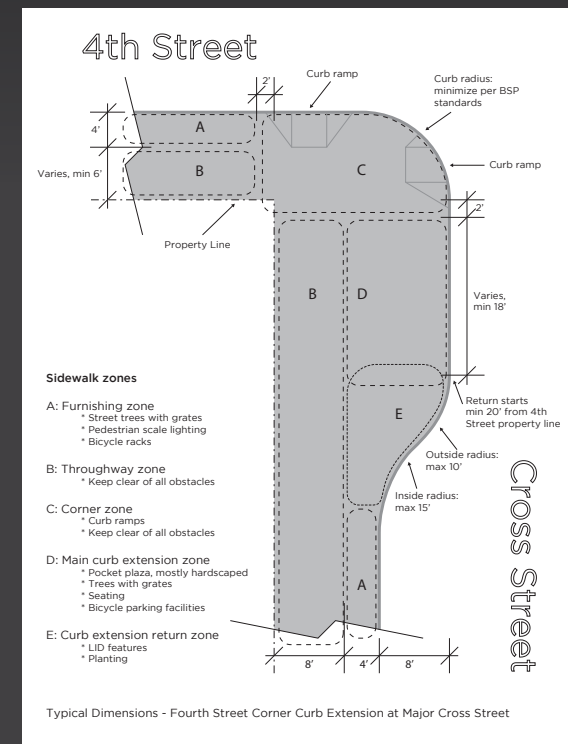


# 1. Coordination: Central Subway

- Working with the SFMTA Central Subway project team to incorporate pedestrian amenities on portions of 4th Street that will be rebuilt as a part of the subway project.
- Reviewing design of station areas and working with SFMTA to incorporate amenities for pedestrians and bicyclists.



**Moscone Station rendering (SFMTA)**

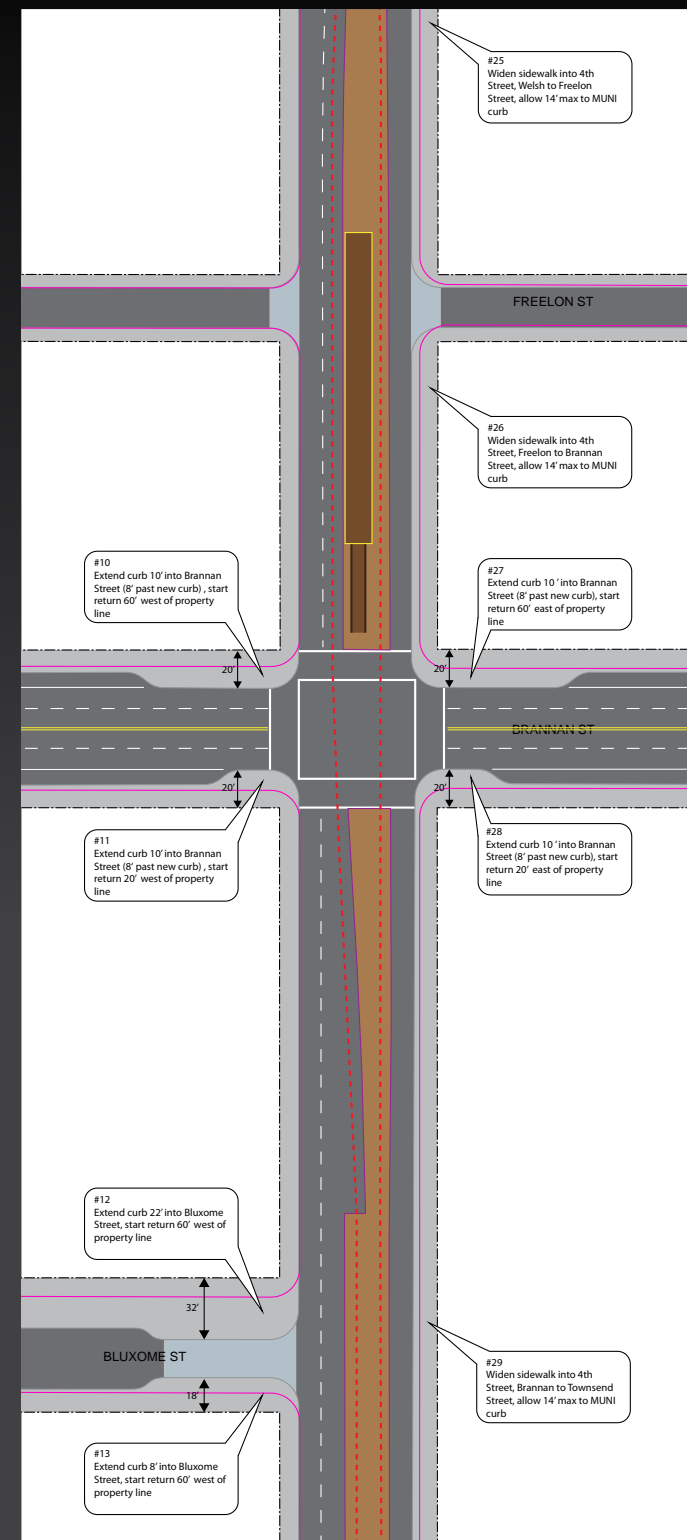
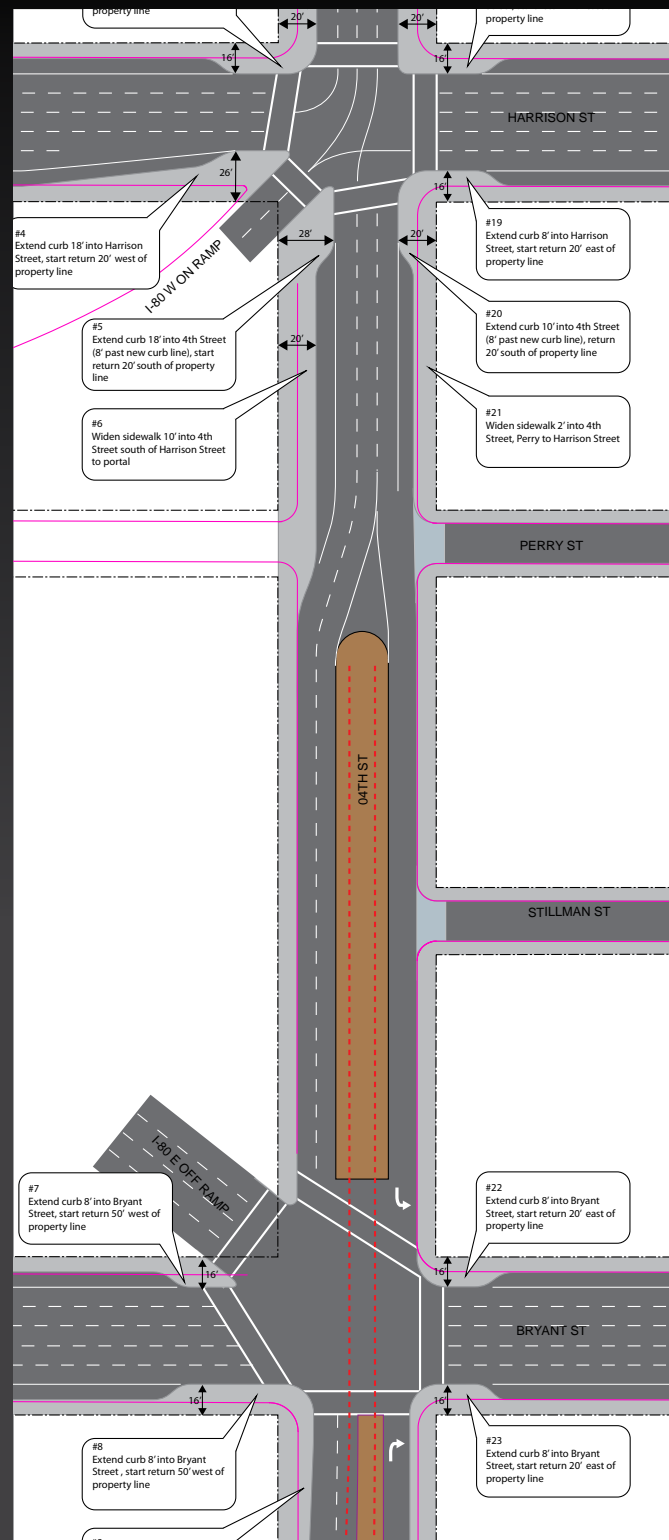


**Right: Diagram of typical 4th Street corner bulb out**

# 1. Coordination: Central Subway

- Working with the SFMTA Central Subway project team to incorporate pedestrian amenities on portions of 4th Street that will be rebuilt as a part of the subway project.
- South of the freeway, many pedestrian amenities will be located on cross streets.

CENTRAL CORRIDOR



# 1. Coordination:

## ENTRIPS: Folsom and Howard Streets

- Options for Folsom and Howard Streets between 11th and 5th Streets published December 2011
- The City is evaluating how to refine published options and treat Folsom and Howard Streets between 5th and 2nd Streets.



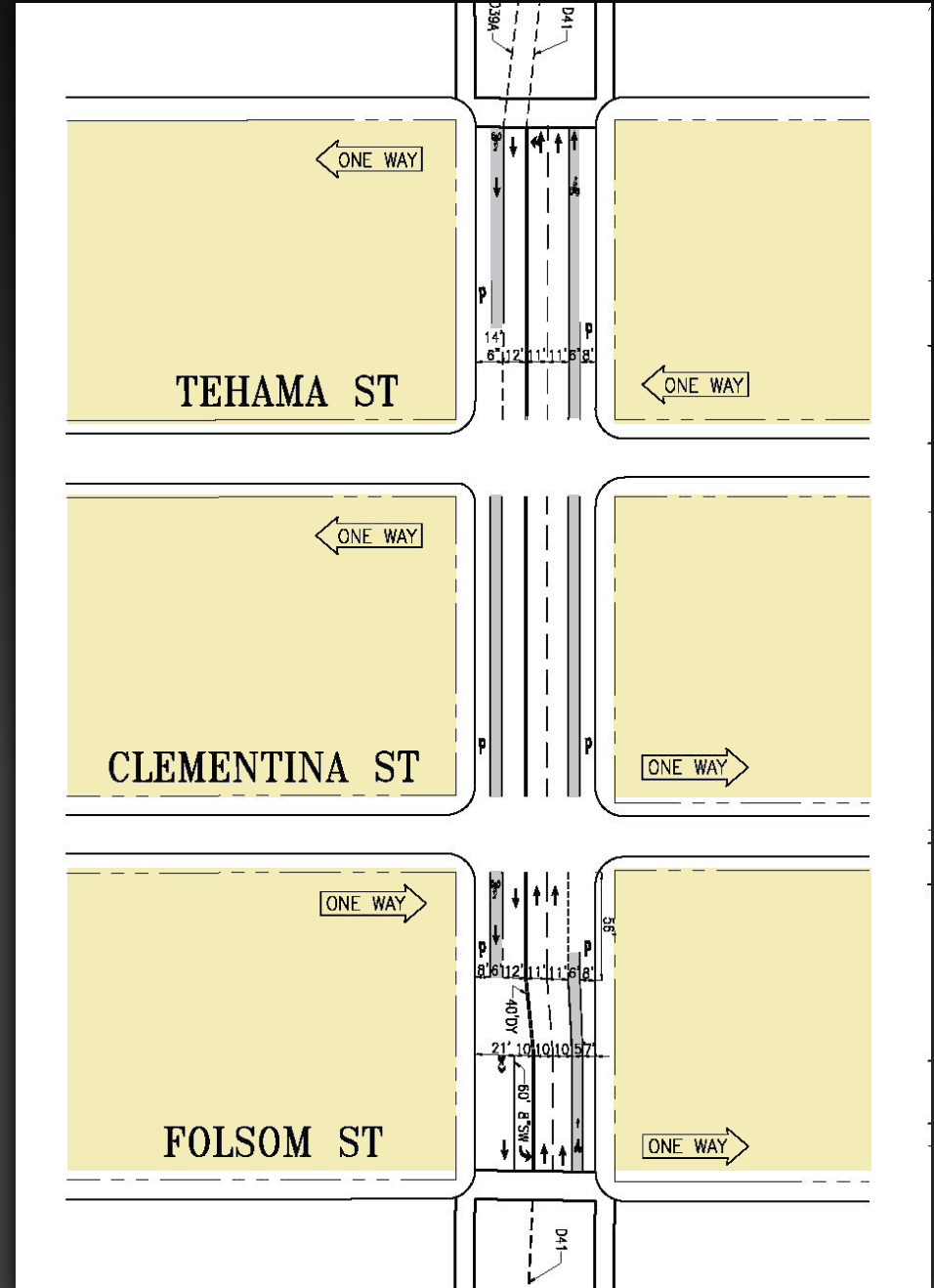
ENTRIPS Final Report: Folsom Street operations concept

## 1. Coordination:

# San Francisco Bike Plan

- The **San Francisco Bike Plan** calls for new bike lanes along the following streets:
  - 5th Street
  - 2nd Street
- Streetscape changes proposed in the **Central Corridor Plan** will support the inclusion of bike lanes on these streets.

## Portion of SFMTA's proposed 5th Street bike lane striping

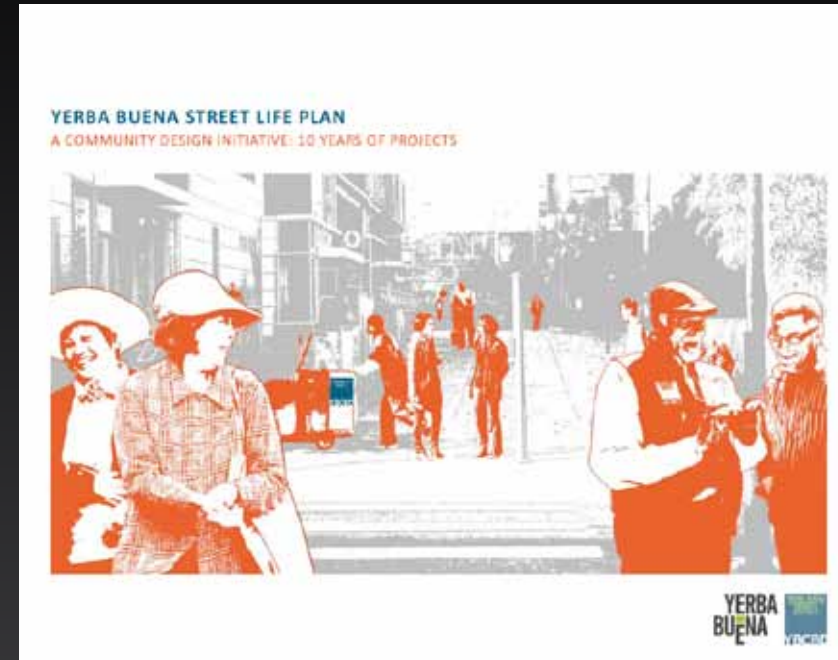




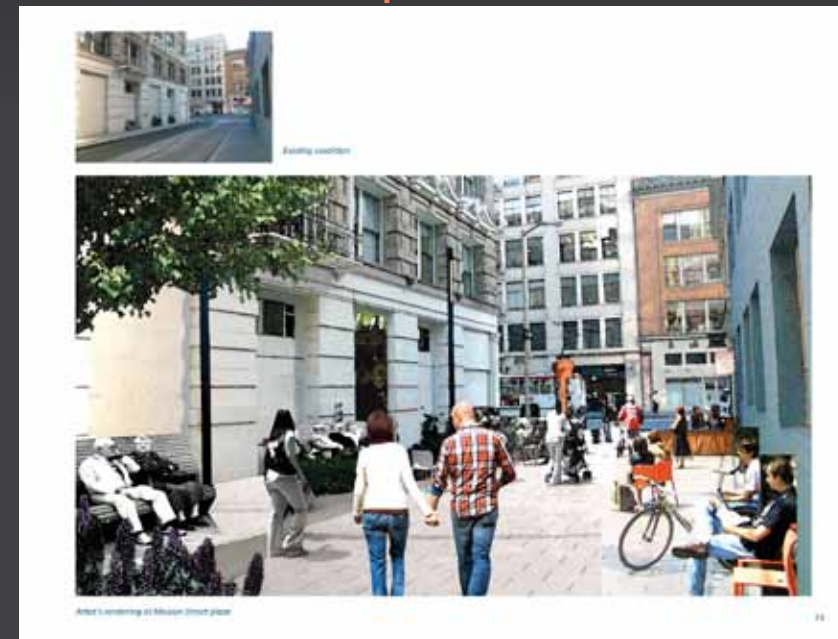
# 1. Coordination:

## Yerba Buena Street Life Plan

- The **Yerba Buena Street Life Plan** was released in August 2011 by the Yerba Buena Community Benefit District (YBCBD) and outlines 10 years of public realm improvements for the Yerba Buena district (roughly bounded by 5th, Market, 2nd, and Harrison Streets.)
- The **Central Corridor Plan** will incorporate a number of public realm improvements proposed in the street life plan and include them in environmental review. These include:
  - Annie Street Plaza
  - Clementina Street Redesign
  - Jessie East Improvements
  - Ambrose Bierce Dog Run
  - Mission St. Crossing
  - Shipley Shared Public Way
  - Lapu Lapu Park
  - Folsom/Mabini Crosswalk
  - 3rd/Folsom Crosswalk
  - Moscone Plaza



### Annie Street Plaza Concept from YBC Street Life Plan



# 1. Coordination:

## SoMa Alley Improvements



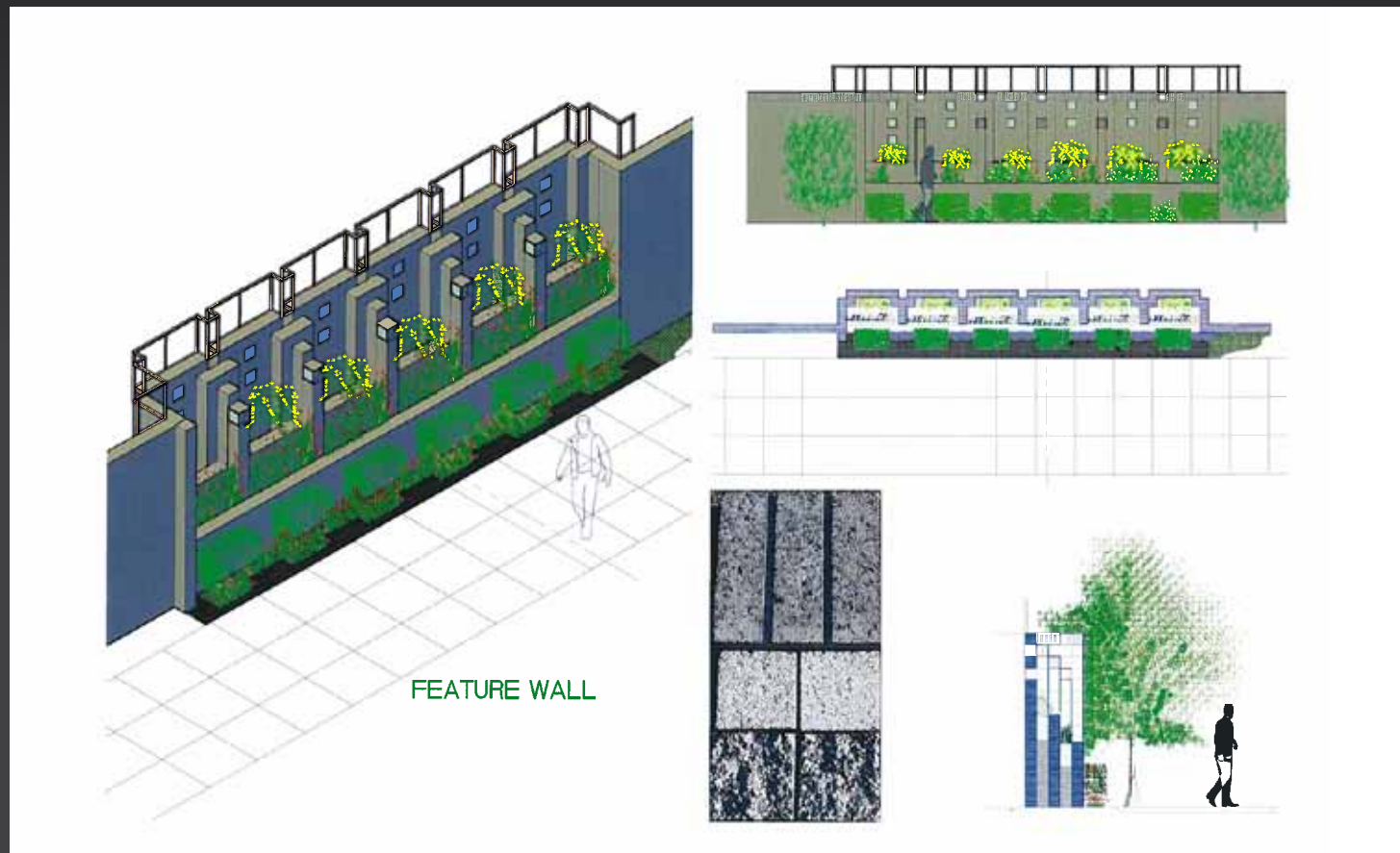
- Phase II of SoMa Alley Improvement Project planned for Minna, Natoma, Tehama, Celementina, Shipley, and Clara Streets between 6th and 5th Streets.
- Central Corridor Plan will recommend expansion of alley treatments east of 5th Street and along other alleys in study area.



# 1. Coordination:

## Under I-80 Improvements: Bus Yards

- 2nd to 3rd Streets: AC Transit yard: designs have been developed
- 3rd to 4th Streets: Golden Gate Transit: The **Central Corridor Plan** will coordinate design guidelines with GGT project team based on project EIR



## 2. Focus Areas

### New Pedestrian Crossings

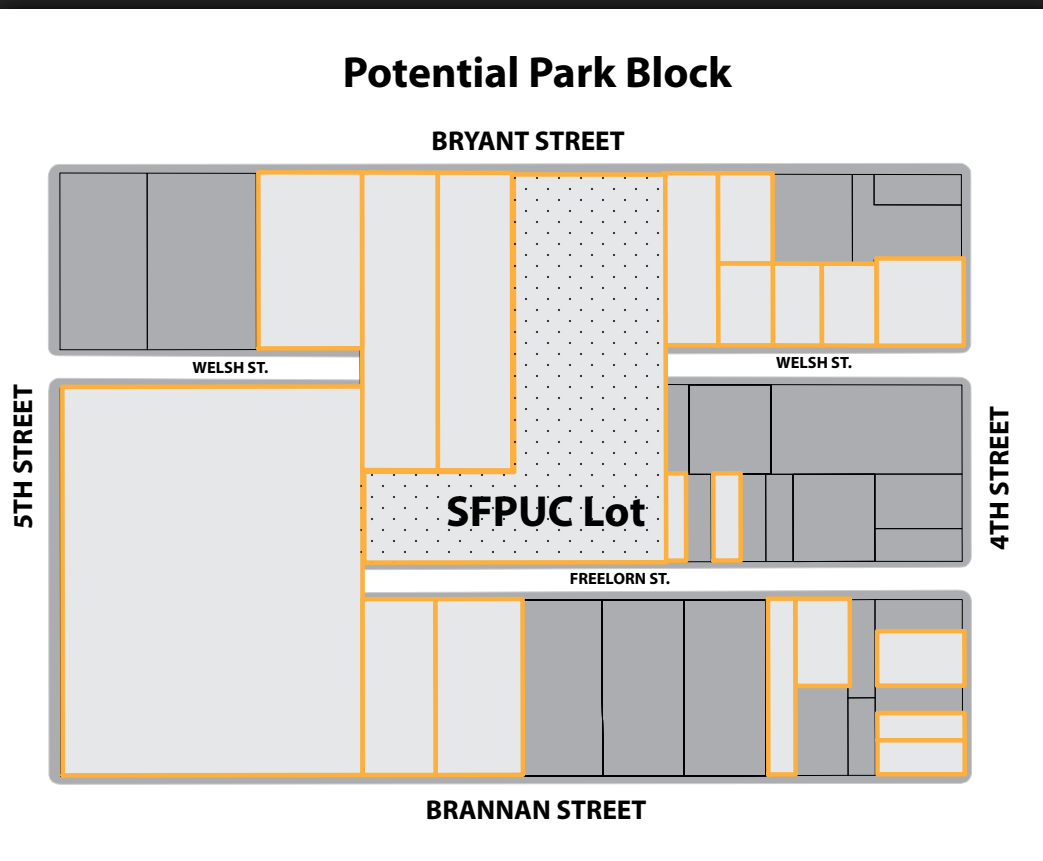
- Studying the potential to add/open pedestrian crossings at the following locations:
  - Mission Street crossing on east side of Jesse Square
  - Folsom Street crossing at Mabini St.
  - Folsom St. crossing at 3rd Street, north-side (currently closed)
  - 5th St. at Bluxome
  - 5th St. at Clementina
  - 3rd St. at South Park
  - 2nd St. at South Park (improve)





## 2. Focus Areas

### Potential Park Site

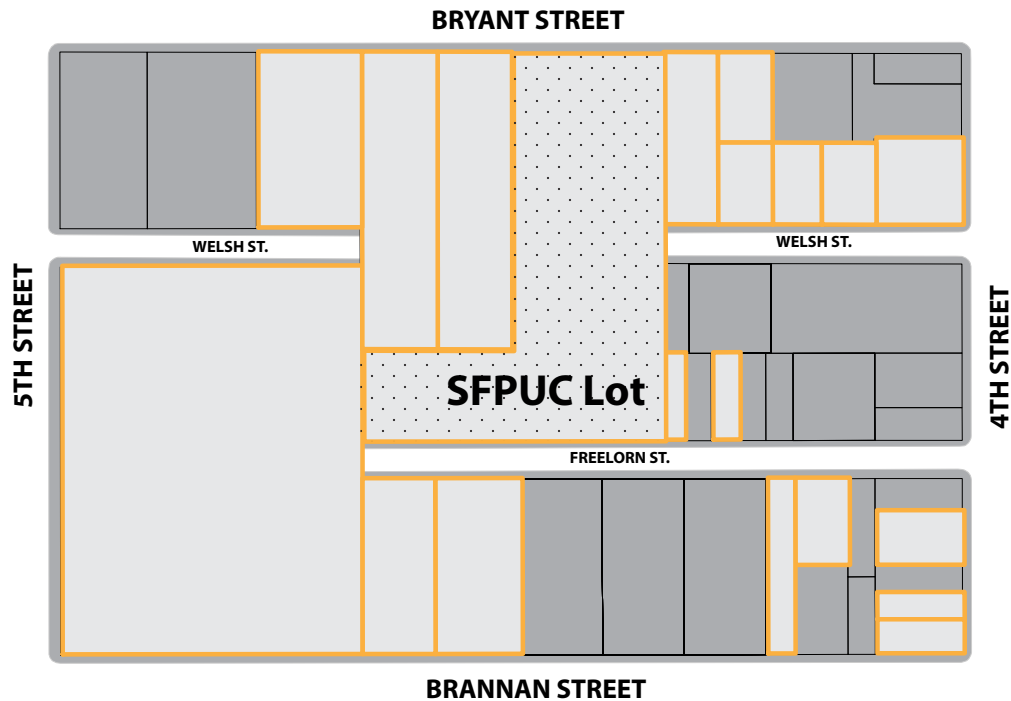


- Potential opportunity: 1.74 acre lot owned by San Francisco Public Utilities Commission (PUC)
- Located in open space deficient portion of study area identified in previous planning efforts
- Block features many large soft-sites; potential to line the park with active new building frontages
- Potential to create multiple mid-block connections.

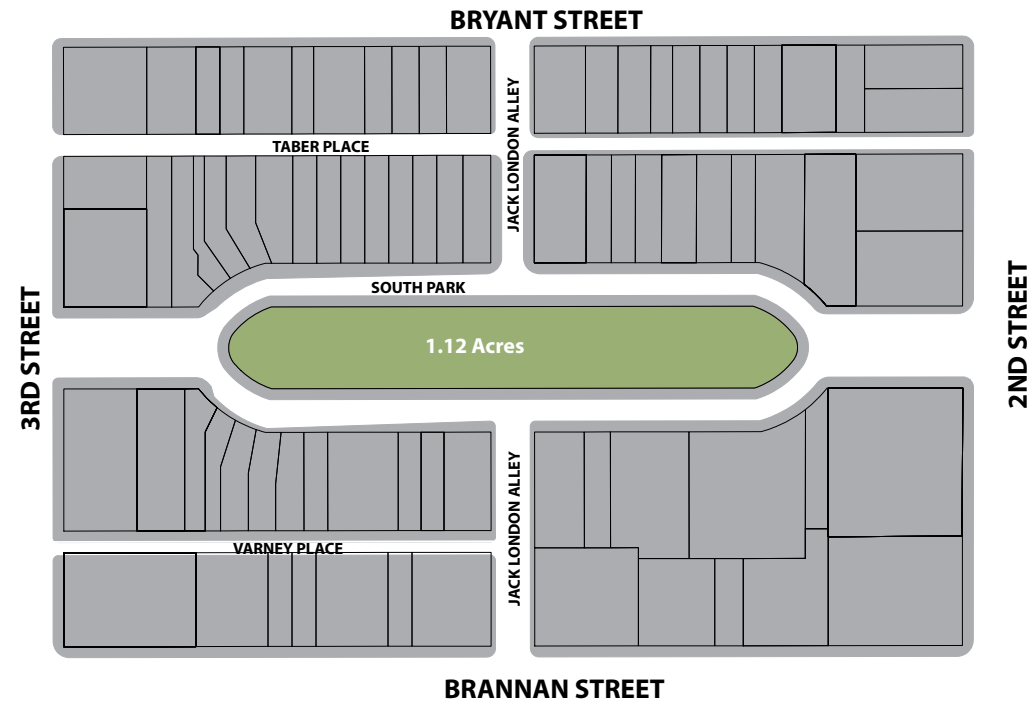
## 2. Focus Areas

### Potential Park Block - South Park comparison

Potential Park Block



South Park Block

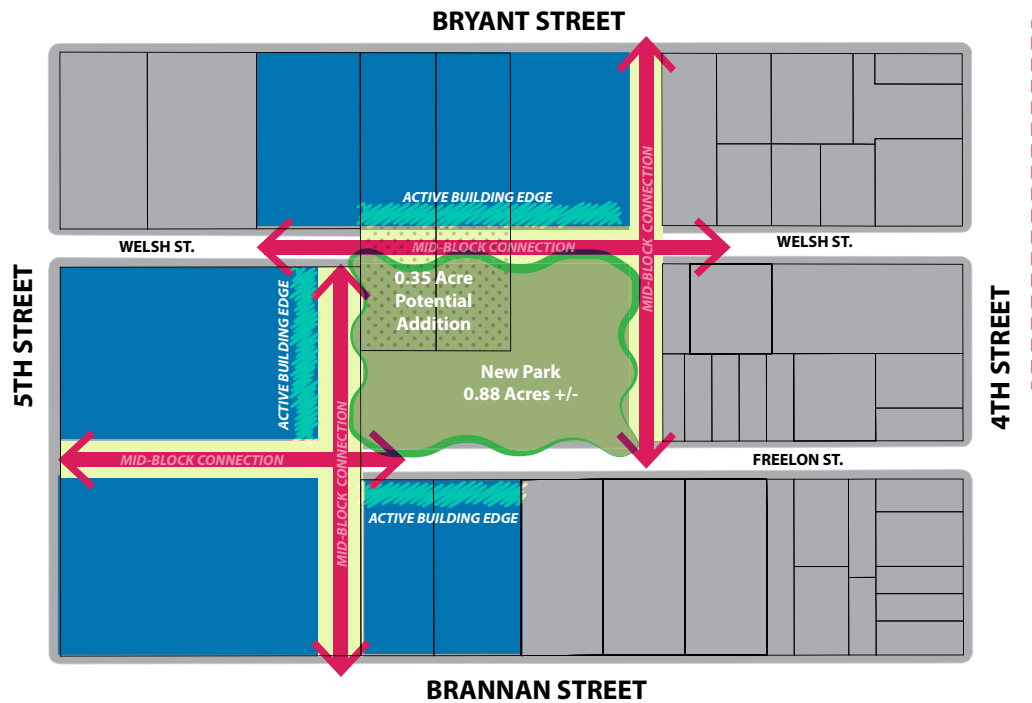


## 2. Focus Areas

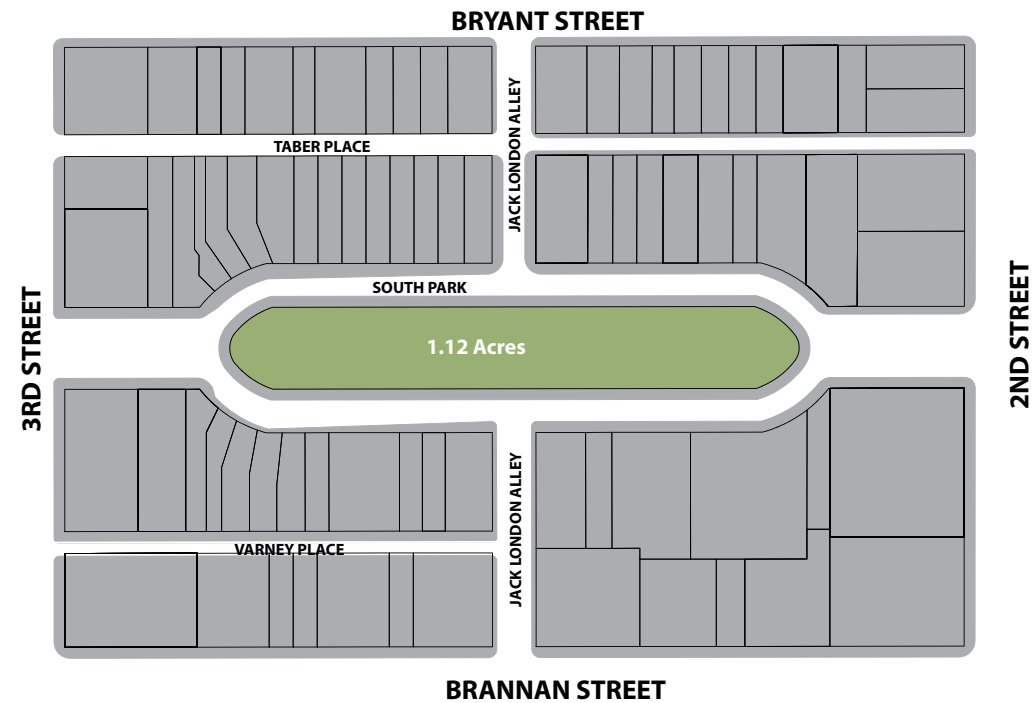
### Potential Park Block - Schematic Site Plan

- SFPUC lot divided into .86 acre park and Bryant Street development site
- Four midblock connections create better access
- Park lined on three sides by new buildings with active edges

Potential Park Block



South Park Block



## 2. Focus Areas

### Potential Park Block

3D view showing partial soft-site development

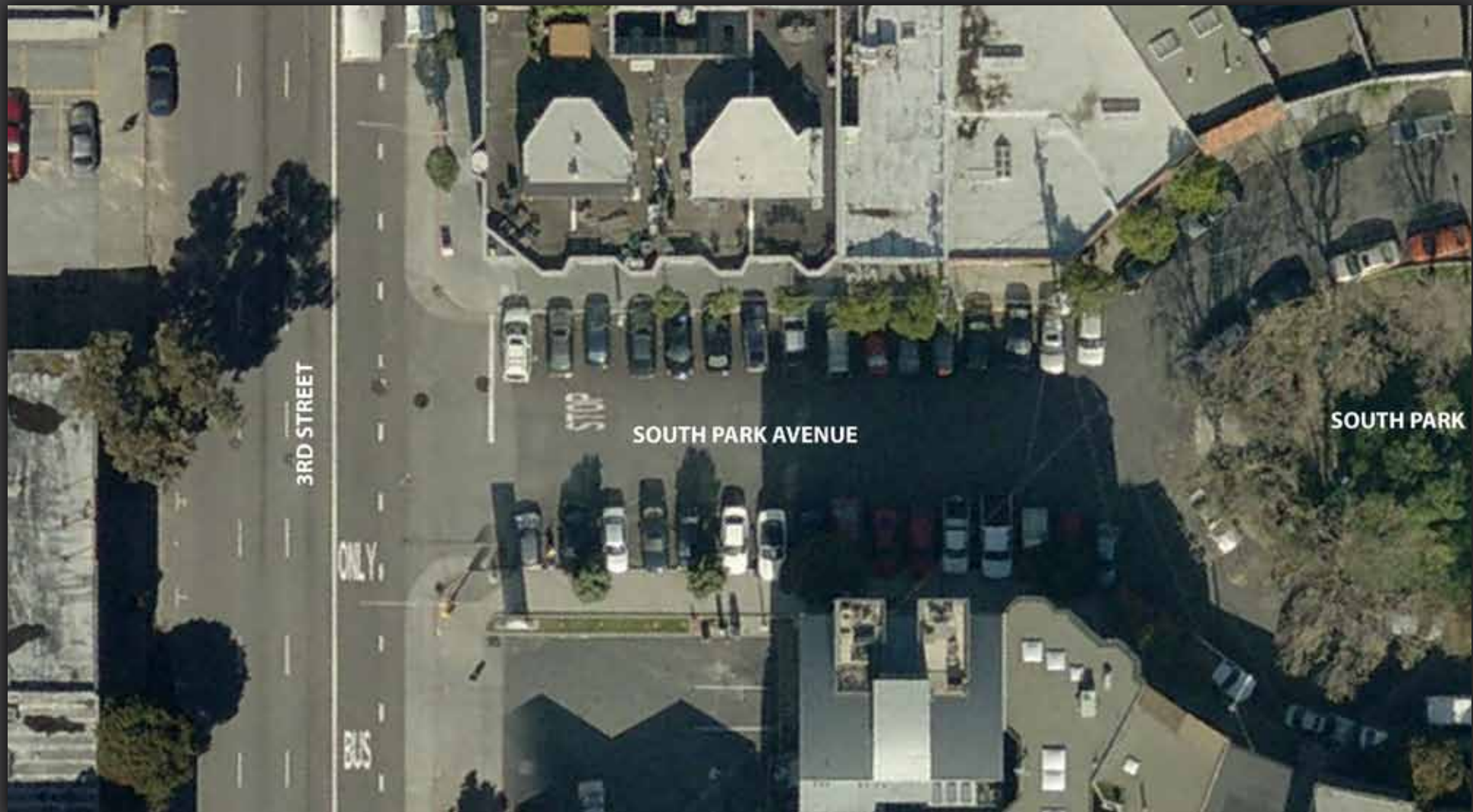




## 2. Focus Areas

### South Park Entries

**Existing Condition:** Currently, access to South Park is challenging. There is no crosswalk across 3rd Street, and crosswalks across 55 foot wide South Park Avenue are unmarked.



## 2. Focus Areas

### South Park Entries

**Conceptual Proposal:** Add bulb-outs, high-visibility crosswalks, and raised crosswalk at the mouth of South Park Avenue to create accessible and welcoming gateways to the neighborhood at 3rd and 2nd.





## 2. Focus Areas

### Bluxome Street - Open Space opportunity

**Existing Condition:** 70 foot wide public Right-Of-Way, double usual width of secondary streets in SoMa. Currently, 50% of the public ROW width is devoted to surface parking.



## 2. Focus Areas

### Bluxome Street - Open Space opportunity



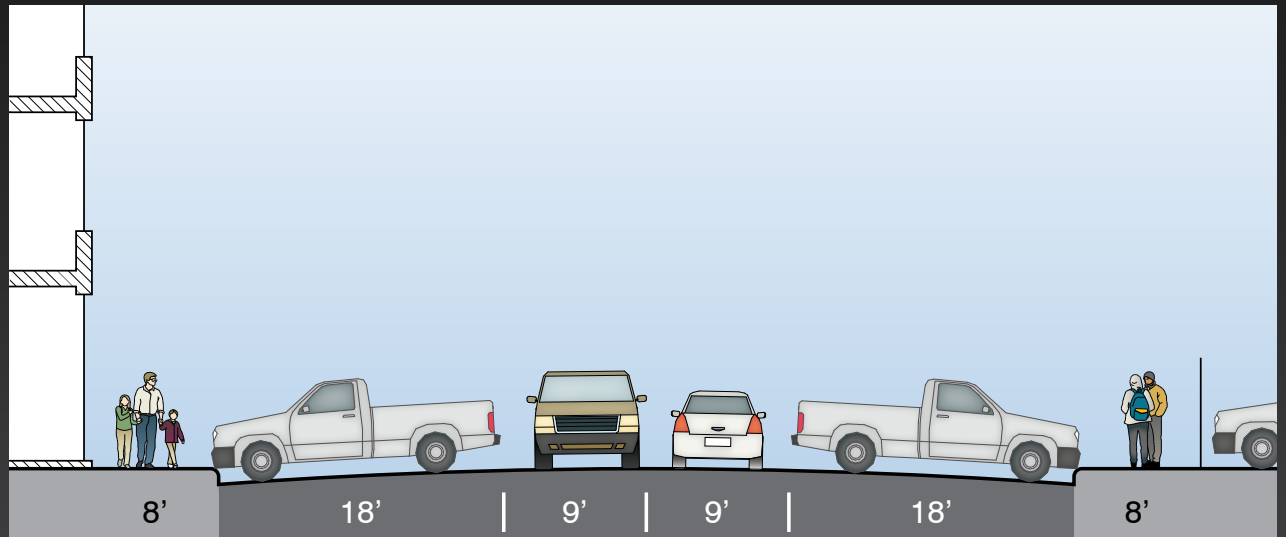
- Linear Park - .4 Acres (16,000 square feet) or more
- Urban plazas at 4th and 5th Streets
- Community uses (dog park, urban orchard etc.)
- Stormwater facilities



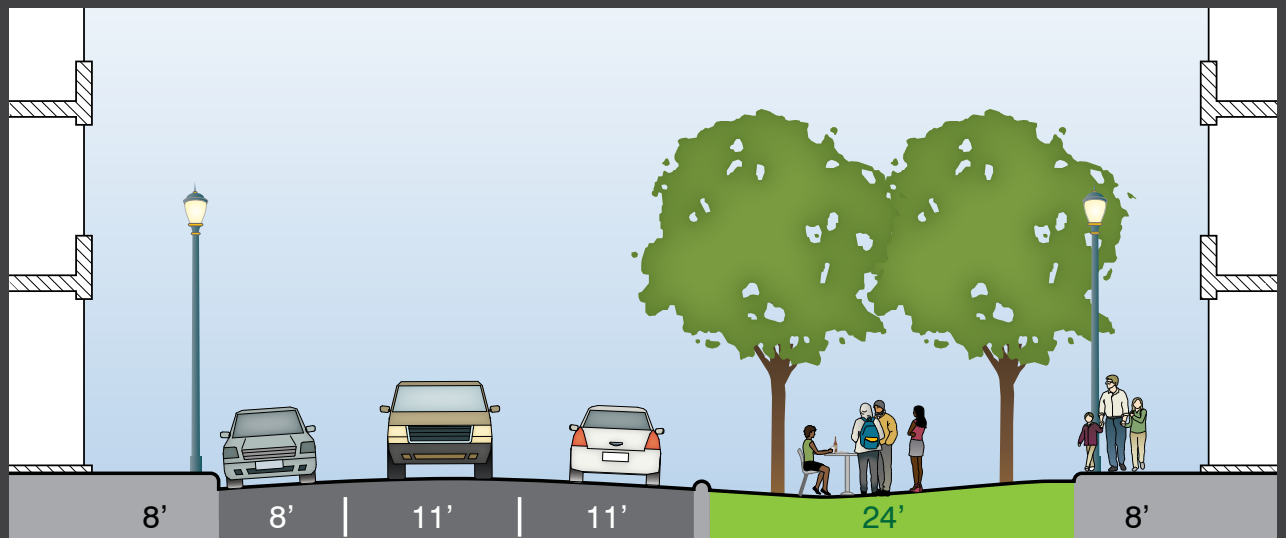
## 2. Focus Areas

### Bluxome Street - Open Space opportunity

Existing section: Bluxome near 4th St.  
50% parking



Proposed section: Bluxome near 4th St.  
35% park space



## 2. Focus Areas

### Under I-80 Improvements

- Investigating use of public art, lighting, and other amenities to improve pedestrian experience beneath I-80 along 5th, 4th, and 3rd Streets.
- Considering implementation of 1% Public Art fee for development in study area to fund art installations.



I-35 Underpass Public Art - Austin, TX  
Image from FODA Studio, [www.fodastudio.com](http://www.fodastudio.com)

## 2. Focus Areas

### Under I-80 Improvements - Precedents



Underpass Public Art - San Antonio, TX



## 2. Focus Areas

### Under I-80 Improvements - Precedents



2 of 5

Splash Pad Park, Oakland CA  
Image from Hood Studio, [www.wjhooddesign.com/](http://www.wjhooddesign.com/)



## 2. Focus Areas

### Under I-80 Improvements - Precedents



Image of underpass art Cumbernauld, Scotland  
Image by Hamish Bigg [www.bigdesign.co.uk](http://www.bigdesign.co.uk)

## 2. Focus Areas

### Under I-80 Improvements - Precedents

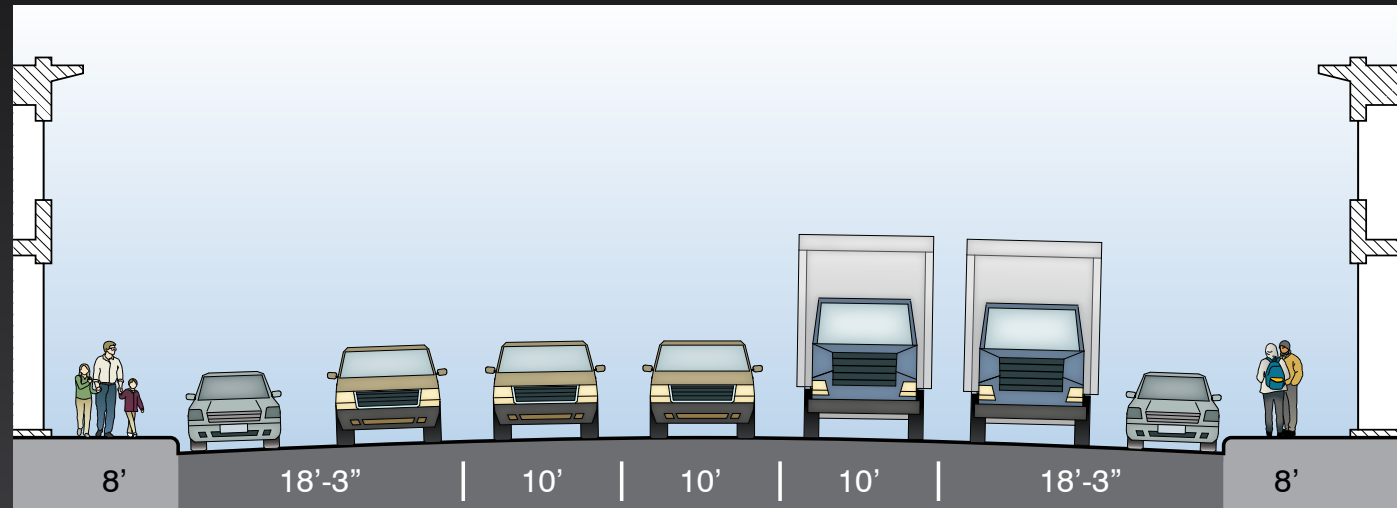


Image of underpass art Cumbernauld, Scotland  
Image by Hamish Bigg [www.bigdesign.co.uk](http://www.bigdesign.co.uk)

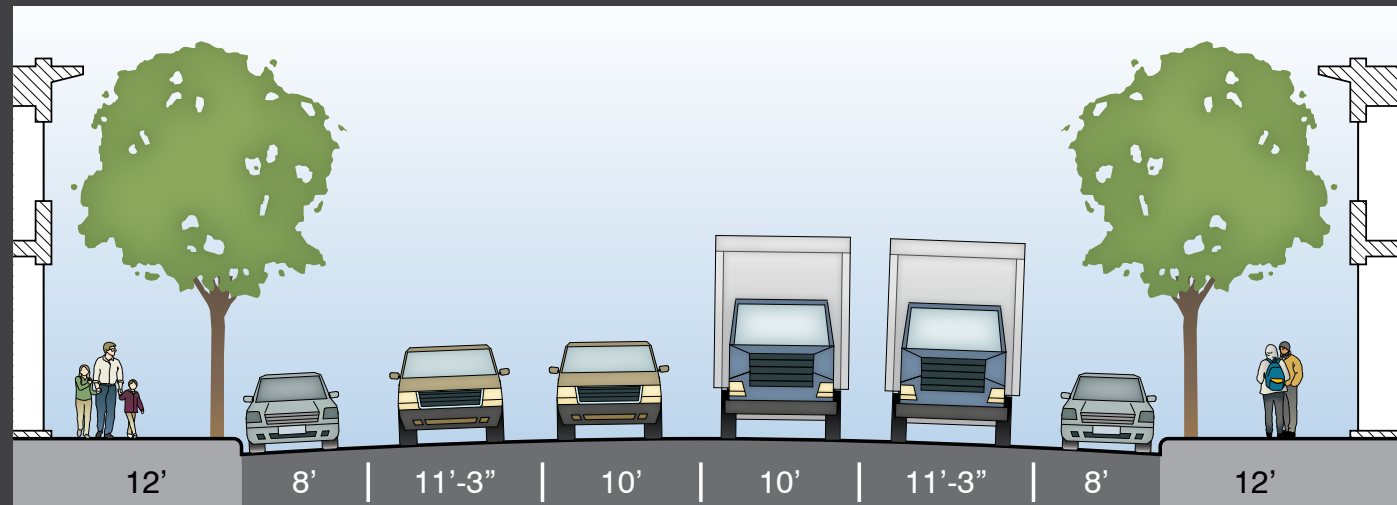
### 3. Better Streets Plan Compliance

## Major Street Sidewalk Widening

- Widen sidewalks per Better Streets: 12' minimum, 15' preferred.
- Harrison, Bryant and Folsom Streets: 12' sidewalks may be sufficient
- 3rd and 5th Streets: 15' sidewalks are desirable
- On most major streets, requires fewer travel lanes or less on-street parking



*Harrison Street, existing conditions*

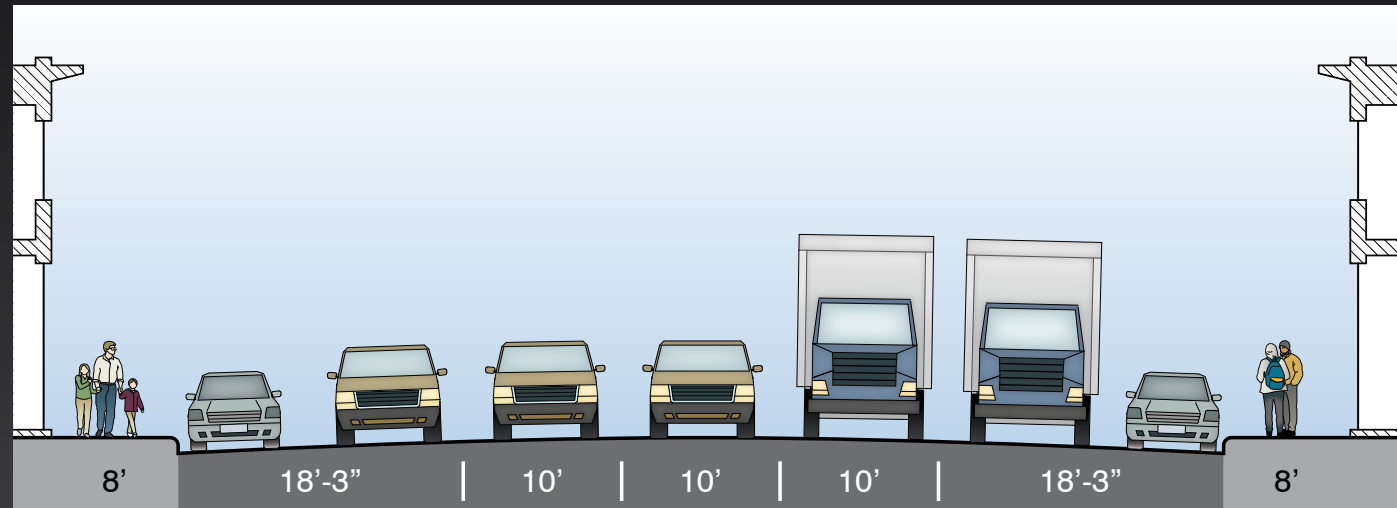


*Example: Harrison Street, sidewalk widening with lane reduction*

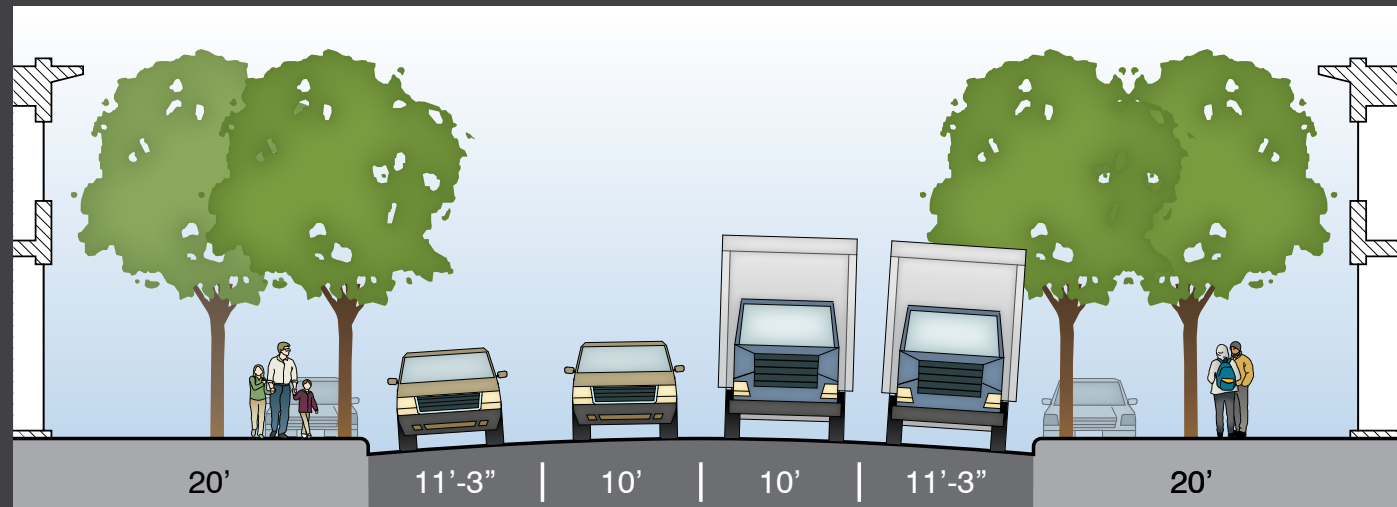
### 3. Better Streets Plan Compliance

## Major Street Intersection Pedestrian Improvements

- Shorten pedestrian crossings to enhance safety
- Additional space for seating, stormwater retention, bicycle facilities and other vital functions
- Shorter pedestrian crossings may also improve intersection conditions for turning vehicles



*Harrison Street, existing conditions*



*Example: Harrison Street, corner sidewalk bulb-outs with lane reduction*





SAN FRANCISCO  
**PLANNING**  
DEPARTMENT

# THANK YOU

<http://centralcorridor.sfplanning.org>