CENTRAL CORRIDOR PLANNING PROJECT

PUBLIC WORKSHOP - MARCH 6, 2012
Project Area
**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**

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<th>Housing Units</th>
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<td>Existing Uses</td>
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<td>Growth Potential - Existing Zoning</td>
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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.*
Accommodating growth while meeting environmental goals is our challenge and the purpose of this work.
2. A COORDINATED APPROACH
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3. AN OPPORTUNITY
3. AN OPPORTUNITY
PARTICIPATE

BUILDINGS - Property owners and developers
INFRASTRUCTURE - Public stakeholders
PUBLIC REALM - Residents

Questionnaire

Kate McGee
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Public Realm Existing Conditions Report

- Published October 2011
- Available online at: centralcorridor.sfplanning.org
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
ROW occupies approximately 28% of the total area
There are approximately 106 blocks in the area shown - the mean block size is approximately 2.5 acres.
There are approximately 112 intersections in the area shown.

North of Market (Union Square)
The ROW occupies approximately 33% of the total area
There are approximately 158 blocks in the 4000 foot square area shown (mean block size is approximately 1.55 acre)
There are approximately 184 intersections in the 4000 foot square area shown.

Union Square Area Block Pattern

Central Corridor Region 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.
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.
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.
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.
**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.
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
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.
Idea Gathering

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

1.12 Acres
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.
2. Focus Areas
Under I-80 Improvements - Precedents
2. Focus Areas

Under I-80 Improvements - Precedents

Splash Pad Park, Oakland CA
Image from Hood Studio, 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*
2. Focus Areas

Under I-80 Improvements - Precedents

Image of underpass art Cumbernauld, Scotland
Image by Hamish Bigg 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

*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
THANK YOU

http://centralcorridor.sfplanning.org