



CONCEPT DESIGN: OAKDALE AVENUE, BAYVIEW

INTRODUCTION

The design concept for Oakdale Avenue builds on the Bayview Hunters Point Community Revitalization Plan, which lays out a community vision for neighborhood improvements on Oakdale Avenue (See Map 15).

The proposed Green Connection along Oakdale Avenue, would connect the following community amenities:

- Bayview Town Centre
- Bayview Opera House
- Joe Lee Recreation Center
- Southeast Community Facility
- City College, Southeast Campus
- Oakdale Ave Caltrain Station (planned)

COMMUNITY INPUT

A community open house was held on June 11, 2013 at the Joseph Lee Recreation Center to seek feedback on the design concept and understand priorities for improvements.

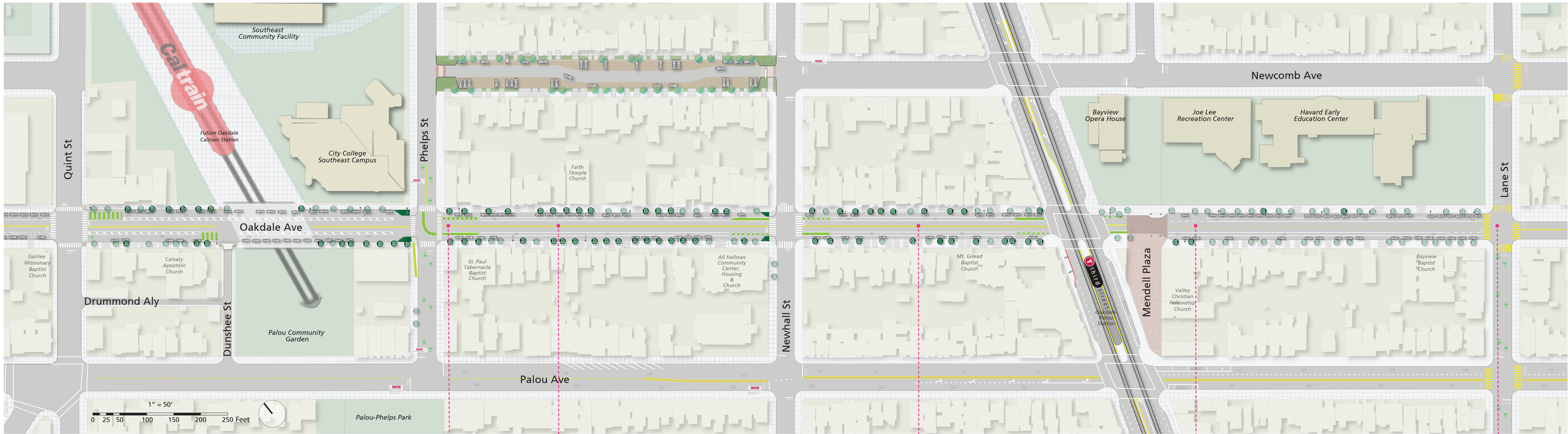
Some of key recommendations were:

- Redesign Oakdale Ave. from Mendell St. to Lane St. with new bike lanes and parallel parking on both sides of the street.
- Add sidewalk landscaping, greening and new street trees.
- If additional funding is available, prioritize additional corner bulb-outs at the intersection of Newhall St. and Oakdale Ave.

DESIGN CONCEPT

The design for Oakdale Avenue would improve pedestrian safety, green the street, and enhance the experience for people walking and biking. Specifically, the recommended improvements would help calm and slow vehicle traffic on the street, enhance pedestrian and bicycle connections, reduce crossing distances for pedestrians, improve visibility at intersections, and add sidewalk landscaping, street trees and pedestrian scale lighting.

Conceptual Design: Oakdale Avenue from Quint to Lane



- QUINT TO PHELPS:**
Roadway and bike lane restriping. New separated bike lane. New street trees, sidewalk landscaping and pedestrian lighting.
- OAKDALE AT PHELPS**
New corner bulbs-outs on Oakdale at the NW corner and SW corner.
- OAKDALE AT NEWHALL**
New corner bulbs-outs on Oakdale at the NW corner and at the SW corner
- PHELPS TO THIRD**
Roadway and bike lane restriping. New street trees, sidewalk landscaping and pedestrian lighting.
- LANE TO MENDELL:**
Reconfigure the north side vehicle parking to parallel. Add a new bike lane. New street trees, sidewalk landscaping and pedestrian lighting.

Map 15 Bayview Connections Plaza and Pedestrian Plan



NEXT STEPS

Implementing this design will bring to fruition a long-held vision for Oakdale Avenue and improve safety for pedestrians and cyclists.



Existing: Oakdale Avenue Perspective



Proposed: Oakdale Avenue Perspective

Funding from the 2011 Road Repaving and Street Safety Bond is available to help pay for restriping and other safety improvements along Oakdale Avenue, including:

- Roadway and bike lane restriping
- Corner bulb-outs on the NW & SW corner of Oakdale Ave. and Phelps St.
- Separated bike lanes between Phelps St. and Quint St.
- New bikes lane between Mendell St. and Lane St.
- New street trees, sidewalk landscaping and greening

In October 2013, the City submitted a grant proposal to the Strategic Growth Council for additional funding. If awarded, additional improvements could include:

- Sidewalk gardens and landscaping
- Corner bulb-outs at Newhall St. and Oakdale Ave.
- Pedestrian-scale lighting



CONCEPT DESIGN: WASHINGTON STREET, CHINATOWN

INTRODUCTION

Washington Street street has the potential to serve as a pedestrian-friendly east-west spine connecting Chinatown’s network of north-south alleyways. This Green Connection, connects the following community amenities in Chinatown:

- Chinese Recreation Center
- Cable Car Museum
- Gordon Lau Elementary School
- Chinatown Central Subway Station
- Portsmouth Square
- City College Chinatown/North Beach Center
- Connecting Alleyways

COMMUNITY INPUT

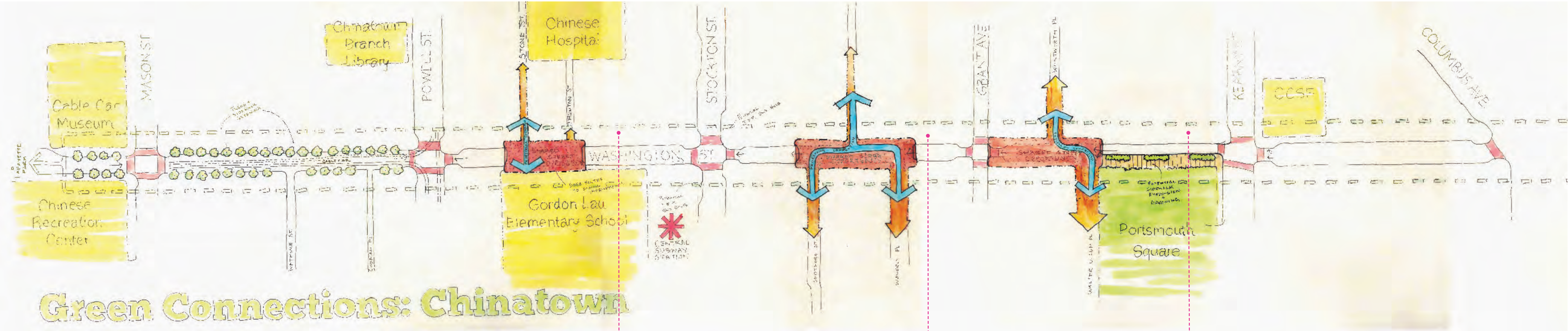
On May 3, 2013 a focus-group was convened with the Chinatown Community Development Center and the Committee for Better Parks and Recreation in Chinatown. Attendees expressed general support for the early design concepts for Washington Street. Some key recommendations are summarized below:

- Realize the potential for Washington Street to serve as a connection to the waterfront via wayfinding and landscaping that makes the route more inviting through the Financial District.
- Prioritize improvements between Kearny Street and Stockton Street (including the Central Subway Station corner). Consider parking-removal in this area to widen sidewalks and extending the shared-street design concept throughout this segment.
- Emphasize Spofford Street at Washington as a connection to the Willie “Woo Woo” Wong Playground.
- Respond to the changing character of the street; residential east of Powell, social services between Stockton and Powell, historic/cultural between Stockton and Grant, and recreation between Grant and Kearny.
- Find a way to integrate Central Subway Station
- Consider regular temporary auto-traffic closures of the street, like Sunday Streets.

DESIGN CONCEPT

The following features are recommended for the corridor: wayfinding signage, corner curb-extensions at intersections, high visibility crosswalks and pedestrian-scaled lighting. Location specific improvements are illustrated.

Plan View Conceptual Diagram: Washington Street (Mason Street to Columbus Avenue)



Green Connections: Chinatown

WEST OF STOCKTON STREET:
Due to the cable car line, significant changes to the roadway are challenging. The residential character of these blocks could be enhanced by additional landscaping and street tree planting.

WALTER LUM PLACE TO GRANT STREET, WAVERLY PLACE TO SPOFFORD STREET, AND TRENTON STREET TO STONE STREET:
Consider a shared-street design approach to facilitate easier north-south connections along these alleyways and across Washington Street.

KEARNY STREET TO WALTER LUM PLACE:
Remove the lane of traffic adjacent to Portsmouth Square Park and utilize the space to expand the park or provide a unique greening feature along the sidewalk.

EXISTING CONDITIONS

- Washington Street in Chinatown has a 52-foot right-of-way. Generally the street is lined by 10-foot wide sidewalks, with one lane of traffic and parking on both sides of the street.
- Traffic travels west-bound from Columbus Avenue to Powell Street. West of Powell Street traffic travels east-bound and the lane is shared with cable cars.
- Between Powell and Stockton Streets the parking on the south-side of the street is removed from 7AM to 6PM on school days to allow traffic to travel east-bound past Gordon J. Lau Elementary School.



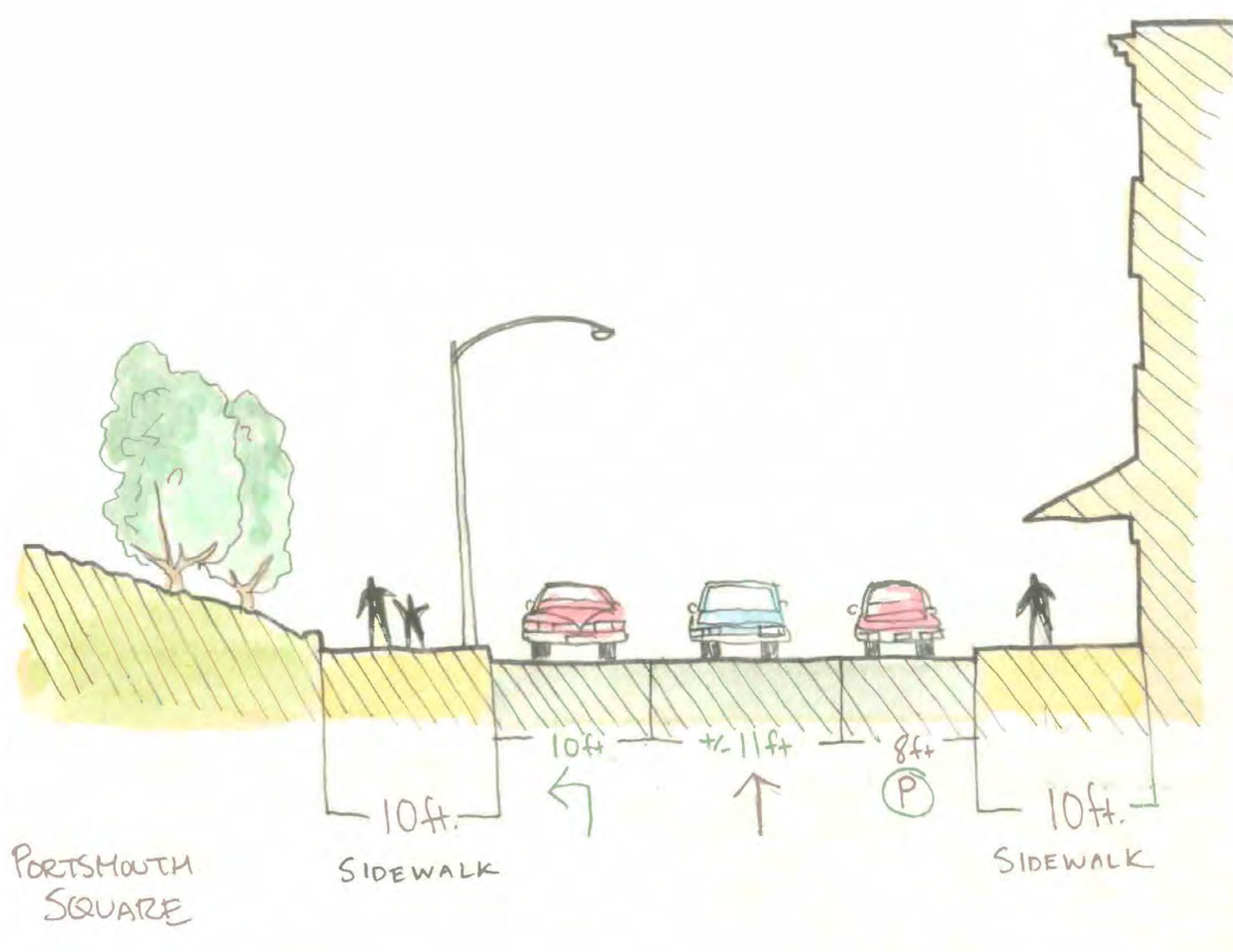
Washington Street at Stockton Street



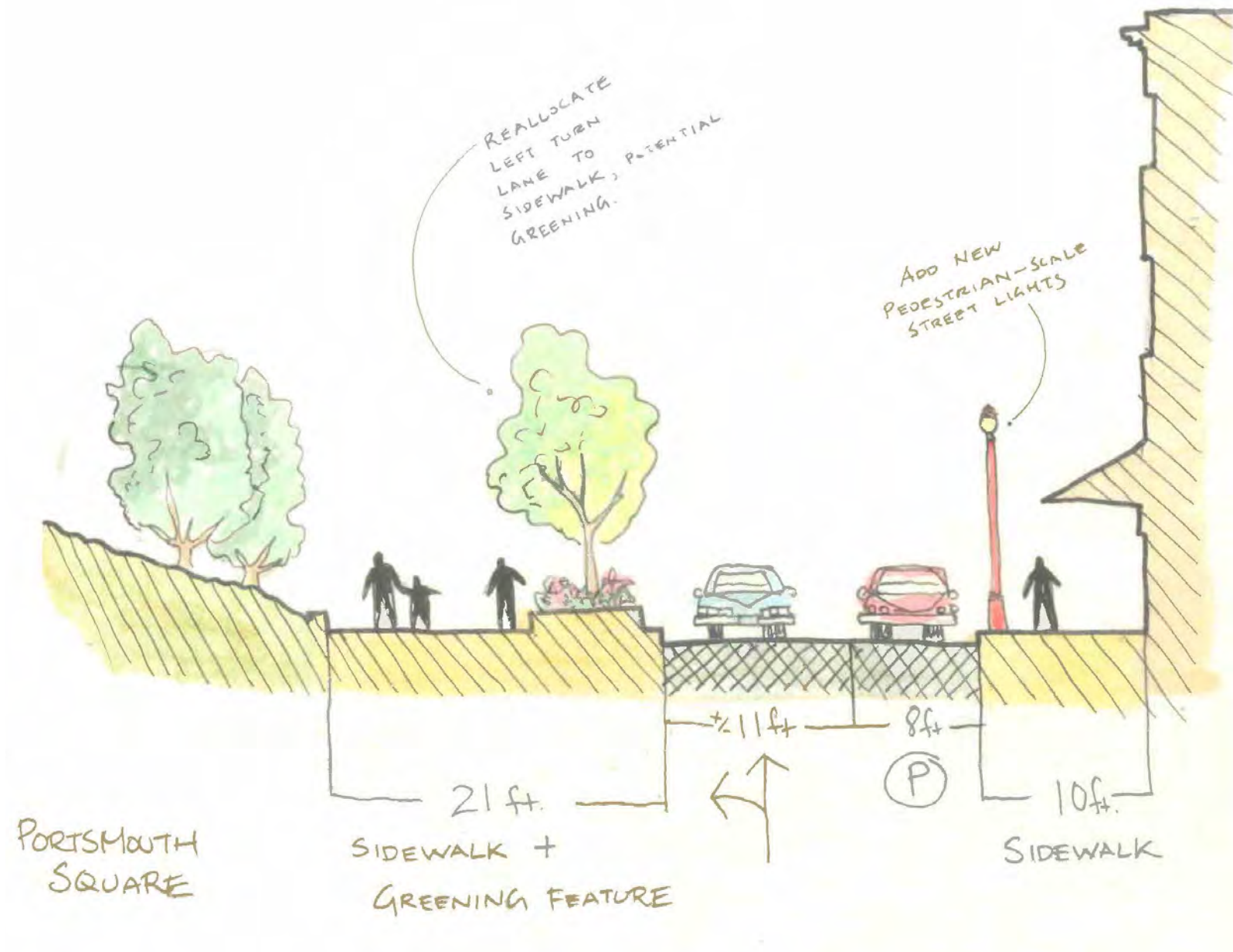
Washington Street at Kearny Street/Portsmouth Square

NEXT STEPS

The Planning Department will soon initiate a new planning effort to improve Portsmouth Square and the surrounding streets, including Washington Street. This offers the City the opportunity to further refine some of the Green Connections design proposals for the portions of Washington Street near Portsmouth Square. Funding for improvements to other portions of the street should be pursued by the City in collaboration with the Chinatown community. In the interim, temporary interventions such as regularly scheduled Sunday Streets or Play Streets events should be pursued to help emphasize Washington Street’s role as a Green Connection.



Existing: Washington Street between Kearny Street and Walter Lum Place



Proposed: Washington Street between Kearny Street and Walter Lum Place



CONCEPT DESIGN: 22ND STREET, POTRERO HILL/DOGPATCH

THE NEIGHBORHOOD

Two Green Connections routes converge in Dogpatch/Potrero Hill. **Route 24** follows the planned Blue Greenway, an urban trail currently on the City's eastern waterfront. **Route 8** is an east/west route connecting Diamond Heights, Noe Valley, the Mission, Potrero Hill and Dogpatch. The Dogpatch/ Potrero Hill Green Connections concept design looked at the portion of 22nd, Illinois and 24th Streets connecting the following amenities:

- The Potrero Hill Playground & Rec. Center
- Arkansas Friendship Garden;
- 22nd Street Caltrain Station
- 22nd Street commercial corridor
- Warm Water Cove Park
- The future planned Blue Greenway trail and Pier 70 Redevelopment project.

COMMUNITY INPUT

Visioning workshop – 11/17/12.

Neighborhood residents participated in a visioning exercise to articulate their priorities and vision for a Green Connection in the Potrero/Dogpatch neighborhood. Participants voiced support for expanded public spaces, improved greening and habitat and stormwater management features.

Concept design presentations – 6/5/13

The concept design was presented to members of the public and the Dogpatch Neighborhood Association. Feedback from community stakeholders was generally positive.

NEXT STEPS

Hillclimb. These projects may be funded via the redevelopment of an adjacent properties.

Commercial Core. The City anticipates roughly \$2M in development impact fees that can be allocated toward the project in FY 2016.

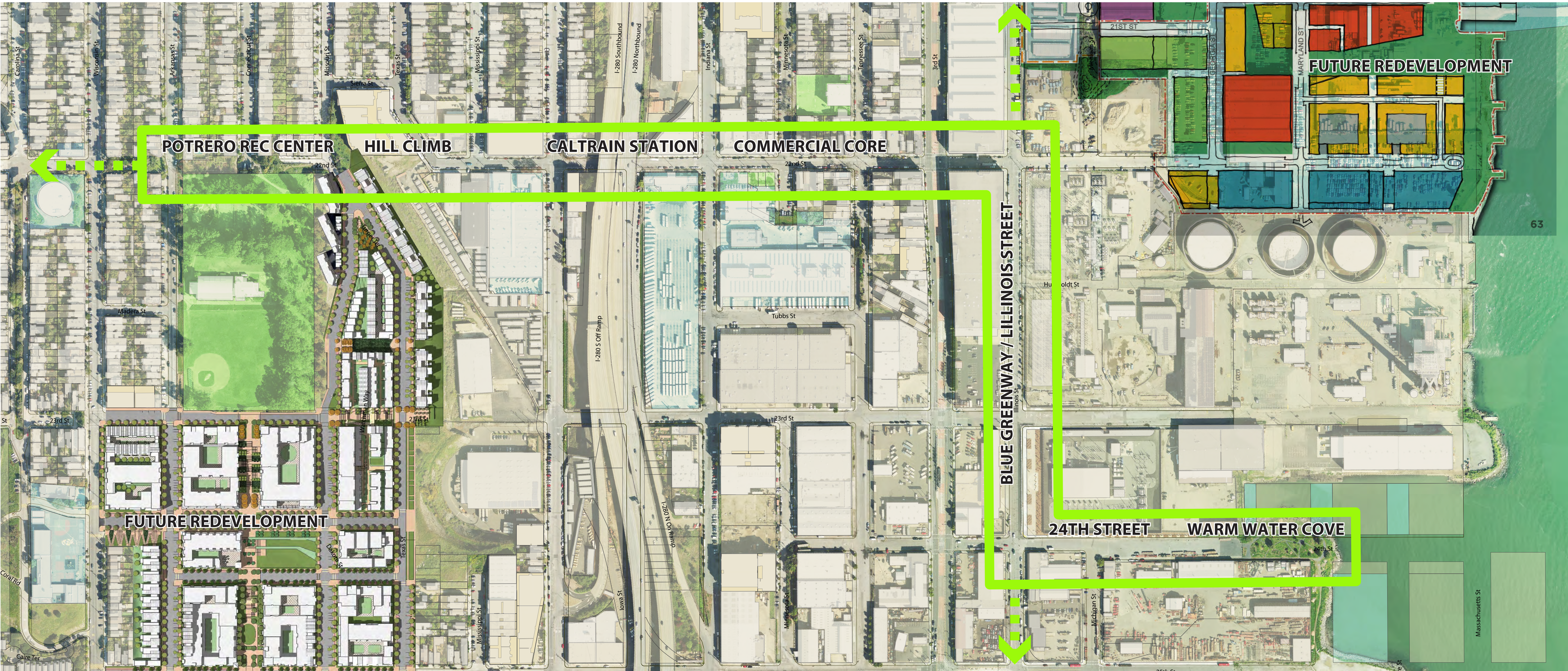
Blue Greenway / Illinois St. *Short Term:* Work with the Port and PG&E to replace the asphalt sidewalk in front of the Power Plant with modern concrete sidewalk and landscaping. Remove obsolete rail road tracks from street to improve safety for bicyclist.

Warm Water Cove Park The Parks Bond allocated \$1.5 to improving the waterfront open space. Project planning is scheduled to begin in mid-2014 and construction is scheduled to start in mid-2016 be completed in mid-2017.

DESIGN CONCEPT

Hillclimb

Connect Potrero Hill and the Dogpatch with a staircase and an improved pedestrian pathway along the 22nd street ROW linking The Potrero Rec Center to the Caltrain Station and Dogpatch Commercial core at the base of the hill.



Commercial Core

Advance and seek funding for the 22nd Street Greening Master Plan. Modify Neighborhood Plan by adding corner bulb-outs to 3rd street intersection to improve pedestrian safety.

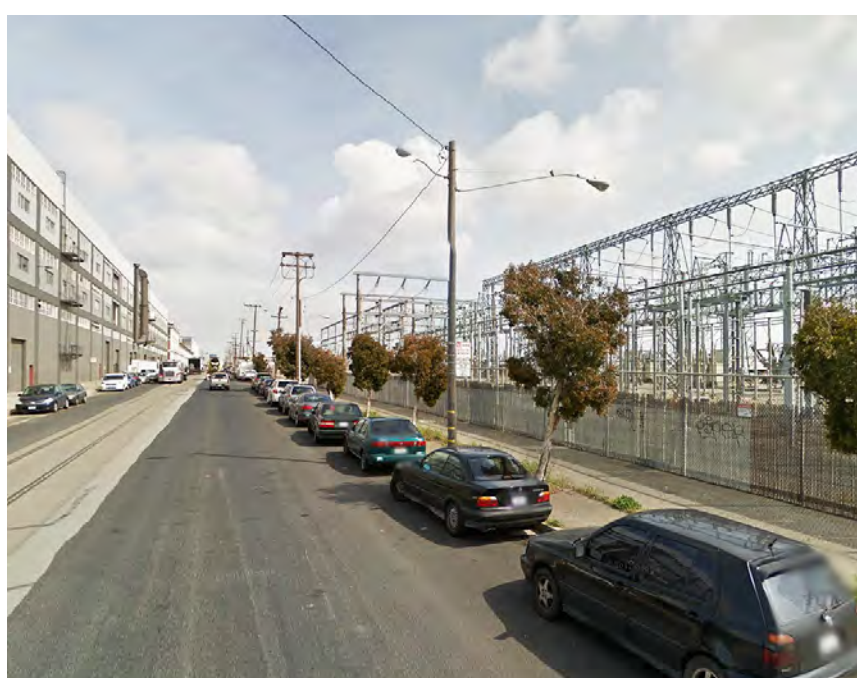
Caltrain

Improve access and safety to the 22nd street Caltrain station. Potential amenities may include improved lighting, improved drop-off areas, and public art.



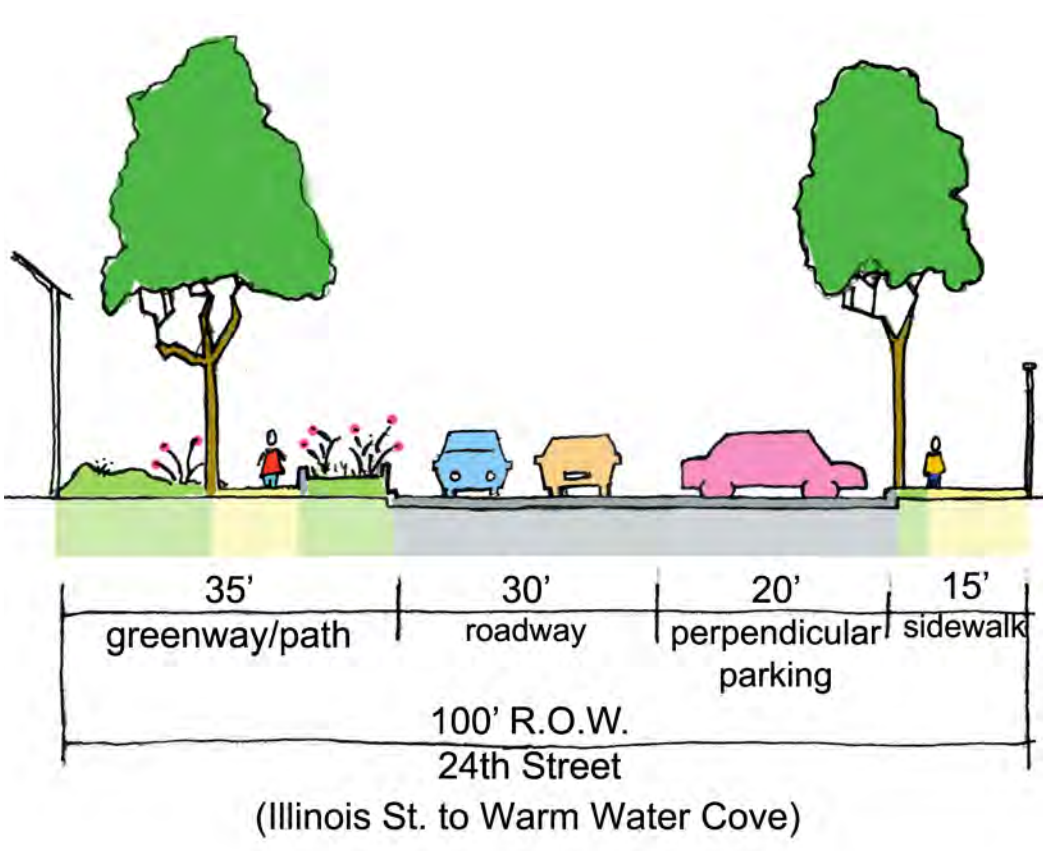
Blue Greenway/ Illinois Street

Remove obsolete train tracks and improve the sidewalk on Illinois St. Incorporate stormwater management elements in the sidewalk design as possible



24th Street

Remove the cranes from 24th Street and expand and improve the sidewalk to create an off-street trail.



Warm Water Cove Park

Near term, remove of construction cranes that are currently being parked on the street. Longer term widen the northern sidewalk on 24th Street between Michigan Street and Warm Water Cove Park to create an off-street bike/ pedestrian trail.





CONCEPT DESIGN: ELLIS AND JONES, TENDERLOIN

INTRODUCTION

The design for Ellis and Jones streets builds on grassroots efforts to increase safe access to green open spaces and other community resources. The concept design focused on a portion of two Green Connections routes in the Tenderloin; an L-shaped corridor that connects the following important amenities:

- Tenderloin Recreation Center
- Tenderloin Children’s Playground
- Tenderloin National Forest
- Boeddecker Park
- Tenderloin Boys & Girls Club
- Tenderloin Safe Passage

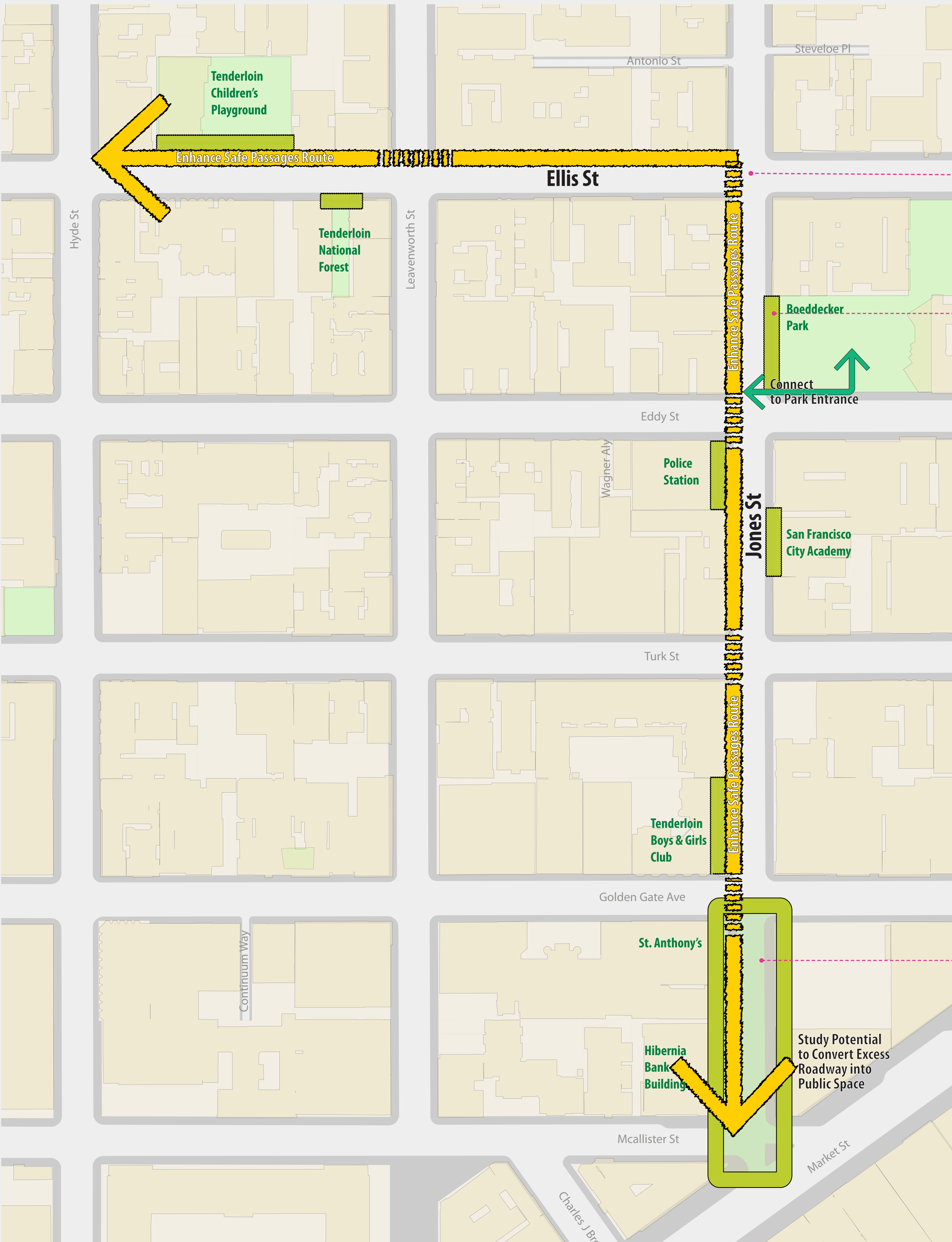
COMMUNITY INPUT

On May 29, 2013 a focus-group was convened at the North of Market-Tenderloin Community Benefit District’s office to discuss Green Connections in the Tenderloin. Focus group attendees included representatives from local organizations such as Hyphae and the Tenderloin Neighborhood Development Corporation. Attendees expressed support for the early concepts for Green Connections in the Tenderloin. Key recommendations include:

- Programming is key to safety and success of public spaces in the Tenderloin.
- In addition to trellises as hardy greening, consider hanging baskets or green walls.
- Create a strong connection to Boeddecker Park from the Jones Street Green Connection via wayfinding signage and sidewalk landscaping.
- Since parks/playgrounds serve the local youth population, consider adding amenities that can serve single adults living in the neighborhood, such as chess tables.
- As a interim improvement, create a green landscaped buffer along the edge of the parking lot on Jones between Golden Gate Avenue and McAllister.
- Use public art to create a focal point where Jones Street intersects with Market Street.
- Significant sidewalk widening may not be a high-priority now, focus on smaller, more surgical public realm improvements.

DESIGN CONCEPT

The yellow line illustrates where the Green Connections routes overlap with the Tenderloin “Safe Passages” route, a community initiative to increase safe access for youth and families. Green bars and captions highlight potential locations for focused sidewalk greening based on adjacent community-oriented uses.



TENDERLOIN SAFE PASSAGES ROUTE
Prioritize improvements on portions of Green Connections that overlap the Tenderloin “Safe Passages” route. Enhance “Safe Passages” sidewalk murals via permanent streetscape design features, including special paving, crosswalks, and way-finding.

SIDEWALK GREENING
Focus greening efforts along stretches of street where non-profits, schools, and other organizations can collaborate with the City on design, maintenance, and monitoring of improvements.

ARTWORK & WAYFINDING
Consider more durable streetscape elements to identify this route as a Green Connection such as public art, wayfinding signage, and trellises or building walls planted with hardy vines. Ensure these elements are durable and designed to withstand vandalism and abuse.

JONES STREET BETWEEN GOLDEN GATE AND MCALLISTER
Explore closing the street to repurpose all or portions of the roadway as public space. Work with neighborhood stakeholders to determine appropriate uses for the space, focusing first on temporary interventions. Coordinate long-term improvements with the renovation of adjacent structures, such as the Hibernia Bank Building.

EXISTING CONDITIONS

- The majority of Jones Street in the case-study area features three-lanes of south-bound traffic and 12-foot sidewalks lined with parking. South of Golden Gate Avenue, Jones Street narrows to two-southbound lanes and sidewalks are 15-feet.
- Topographically the street features a moderate incline, going uphill as one travels north.
- Ellis Street features 12-foot sidewalks lined with parking and two lanes of traffic. West of Jones Street the street is two-way, and east of Jones Street traffic only flows in the east-bound direction. The street is relatively flat, making it an easy walking route from the Western Addition to Downtown.
- Both streets currently feature intermittent street-tree planting and freeway-style roadway lighting. Many of the crosswalks have been marked with high-visibility patterns to promote pedestrian safety.



Jones Street



Ellis Street



Boeddecker Park

NEXT STEPS

The City should continue to collaborate with community groups to implement Safe Passage enhancements and advance ideas for public realm improvements on Jones and Ellis Streets. Temporary interventions such as regularly scheduled Sunday Streets or Play Streets events should be pursued to help emphasize Jones and Ellis Streets roles as a Green Connections.



Tenderloin Safe Passages



Tenderloin National Forest



CONCEPT DESIGN: LELAND AVENUE, VISITACION VALLEY

THE NEIGHBORHOOD

Visitation Valley, tucked away in the southeastern section of the City, features retail corridors along Leland Ave. and Bayshore Blvd. Two Green Connections routes converge in the neighborhood. **Route 12** runs E/W along the southern edge of the City, connecting Lake Merced, with the Candle Stick Point. **The Crosstown Trail** runs from along a NW/SE axis following high-points along ridge lines connecting the Presidio to John McLaren Park and the Visitation Valley Greenway.

CONNECTING COMMUNITY ASSETS

The portion of Green Connections analyzed in this case-study connects the following amenities in the Visitation Valley: John McLaren Park, Visitation Valley Greenway, Visitation Valley Playground, Visitation Valley Library, Coffman Pool, Visitation Valley Elementary School, Leland Ave Commercial District, Future redevelopment areas like the Schlage Lock Site and the Sunnydale Housing Redevelopment Area.

COMMUNITY INPUT

Visioning workshop – October 13, 2013. At this meeting neighborhood residents were participated in a visioning exercise to articulate their priorities and vision for what a Green Connection could look like in Visitation Valley. Participants suggested several modifications to the proposed route and voiced support for a design focused on enhanced pedestrian amenities, increased greening, and traffic calming. Feedback from residents helped inform the route path through Visitation Valley as well as the final design concept.

Concept design presentations – May 11 & May 18 2013. Residents were presented with an overview of the proposed concept design for the Visitation Valley Green Connection. While there was some concern about potential parking loss, feedback was largely supportive of the design. The May 11 workshop was a joint workshop between Green Connections and the SFMTA's 8X bus line improvement project which is planning for additional improvements on Visitation Avenue.

NEXT STEPS

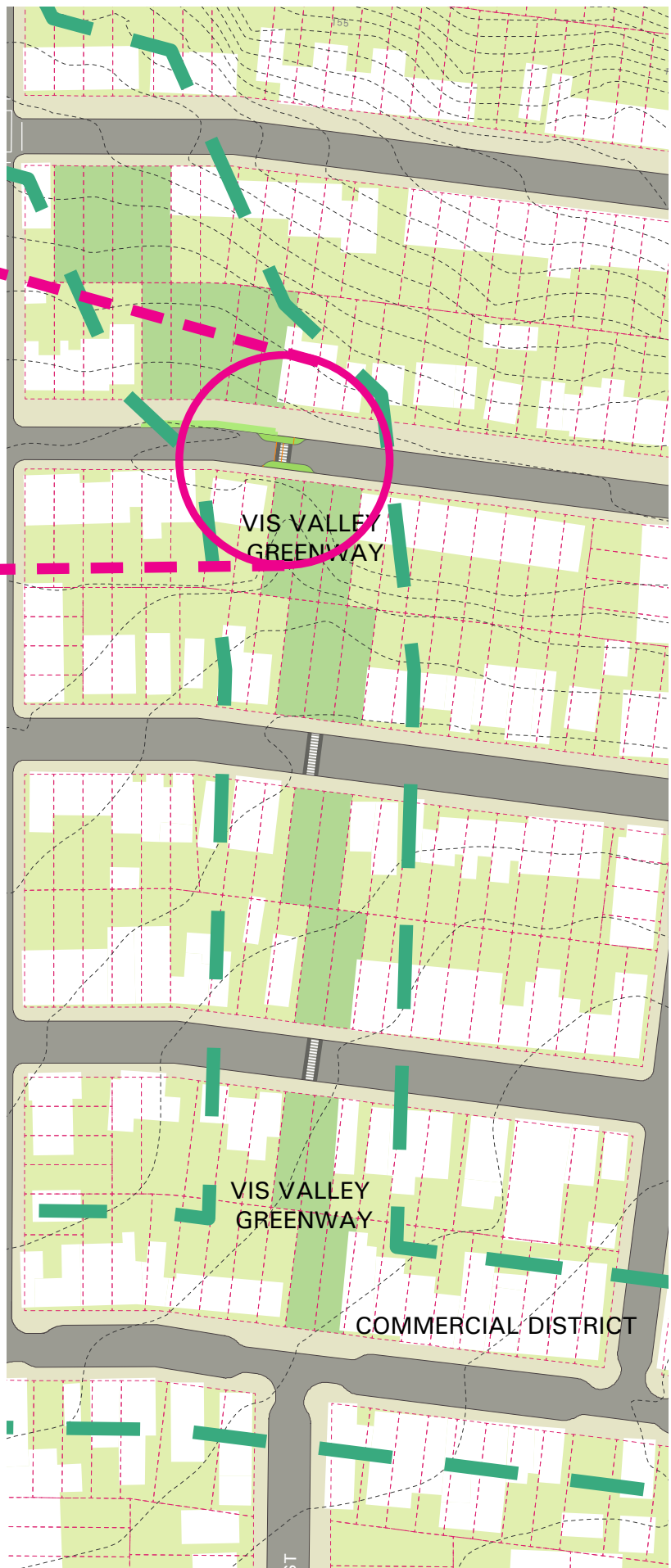
The San Francisco Public Utilities Commission will install improvements to the community garden as an early implementation project for their Sewer System Improvement Plan. Additional funding from development impact fees for future improvements along Leland Avenue is anticipated by 2018, and the City will be returning to the neighborhood to further refine the design and prioritize future implementation priorities.

Greenway.

The concept design improves mid-block crossings by striping crosswalks and, where feasible, installing landscaped mid-block bulb-outs. It also proposes to mark the Greenway where it overlaps with the City's sidewalk system on Tucker and Teddy Avenues with special sidewalk paving, landscaping and where feasible, landscaped mid-block curb-extensions.



Photo: Visitation Valley Greenway (Google)



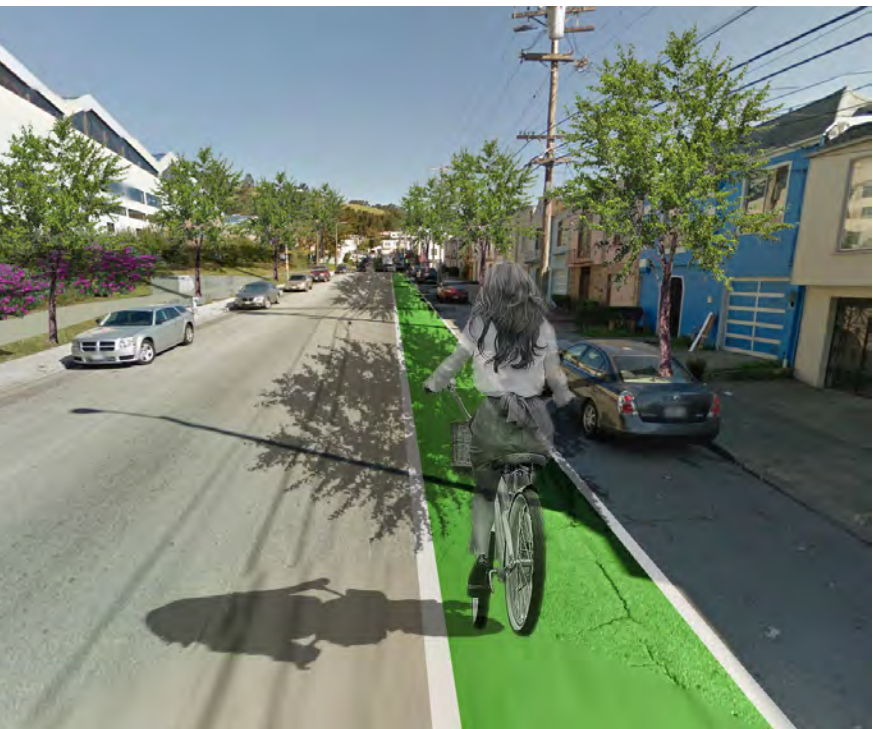
Mid-block crossing with simple bulb-outs.



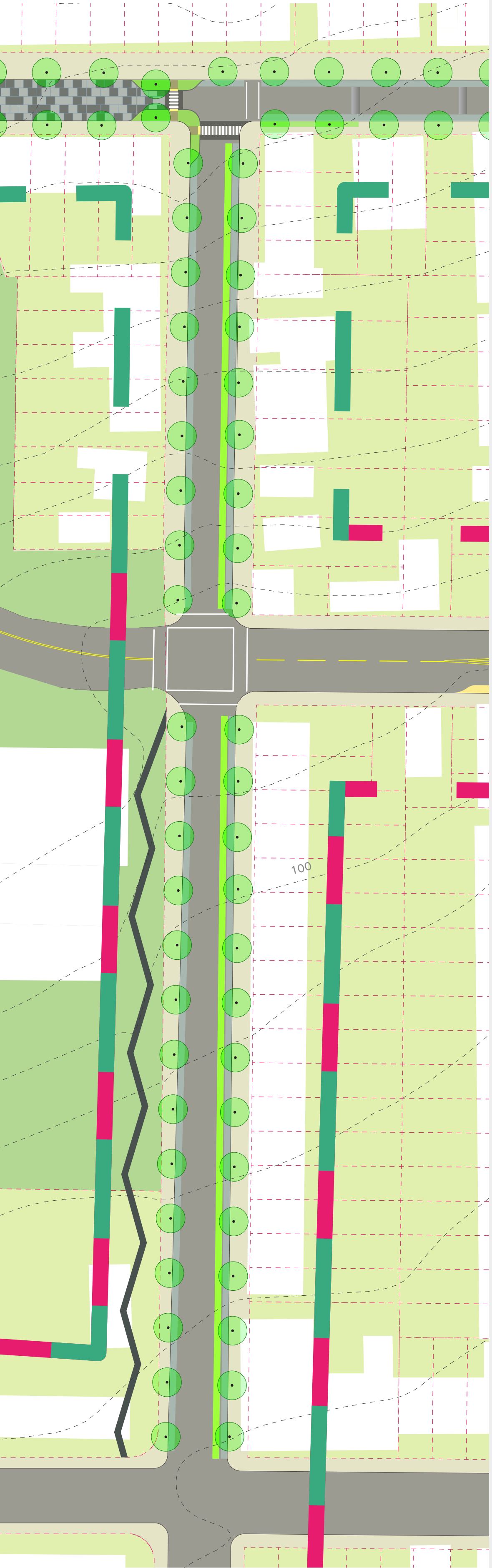
Conceptual mid-block crossing with stormwater Planter (Image: Sustainable Watershed Designs)

Hahn Street:

The design on this two-block stretch of Hahn street between Leland and Sunnydale Avenues accommodates the 8X bus line which overlaps with the Green Connection from Visitation Ave to Sunnydale Ave. The design features infill tree plantings were feasible and an uphill bike lane. The concept design also proposes an improved pedestrian path fronting the Herz Playground Pool and future Sunnydale Housing redevelopment.



Hahn Street before and after. Add bike lane, trees and off-street pathway adjacent to pool.



Leland Avenue Play Street.

A Play Street on the cul-de-sac West of Hahn Street). The play street concept is a heavily traffic-calmed street that is programmed with programming elements that encourage active play. Real Options for City Kids, a non-profit that provides after school programs for local youth, is adjacent to the proposed play street and would make active use of the space. The play street would also act as a gateway to John McLaren Park with improved pedestrian connections and an upgraded community garden.



Play Street in Denmark



Leland Ave. Traffic Calming.

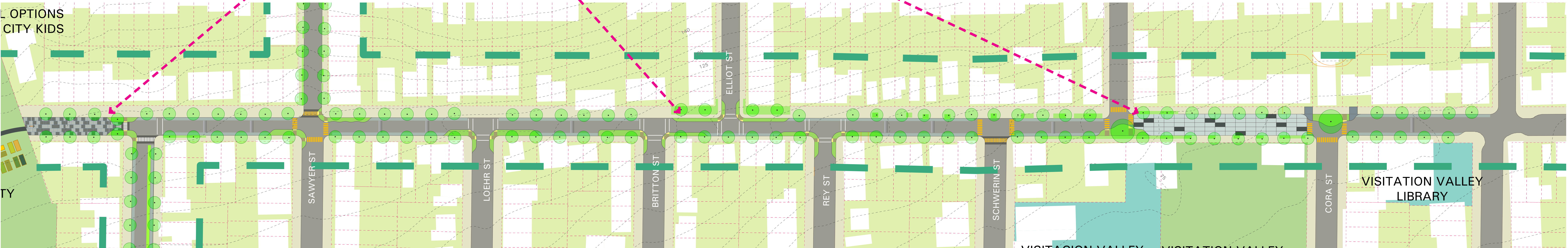
The design proposes installing additional corner bulb-outs between McLaren Park and Cora St. programed with stormwater and/or habitat gardens. Where existing driveways opposite some proposed bulb-outs preclude on-street parking, the design proposes bulb-outs that extend further than a typical curb extension. These deeper bulb-outs provide more space for habitat and greening while doubling as chicanes that slow car traffic. Speed bumps and raised crosswalks at key locations further slow traffic, and encourage planting infill street tree planting on Leland Ave.



Traffic Calming in Berkeley

Leland Ave. Festival Street

The street is adjacent to the neighborhood hub at the Visitation Valley Elementary School, Library, and Playground, and is designed to be closed for special events like community fairs and farmer's markets. A special paving treatment or street mural slows traffic, and two unique bulb-outs repurpose underutilized space in the T-intersections. These features are designed act as a chicane, slowing traffic while accommodating emergency vehicle movements.





CONCEPT DESIGN: EDDY STREET, WESTERN ADDITION

INTRODUCTION

As part of the larger Green Connections network, Eddy Street is part of a route that traverses through the Western Addition neighborhood, connecting it to Ocean Beach and Golden Gate Park to the West, to Civic Center and Downtown on the East, and a number of neighborhood parks and other destinations along the way.

The Green Connections concept design looked at the portion of Eddy Street between Buchanan and Polk streets, which connects the following community amenities in the Western Addition:

- Jefferson Square Park
- Margaret Hayward Playground
- James P Lang Field
- Buchanan Street Mall
- Buchanan YMCA
- Rosa Parks Elementary School

COMMUNITY INPUT

On July 29, 2013, the Planning Department and Walk San Francisco hosted an outreach event at the Buchanan YMCA, which included an introduction to Green Connections, discussion of the proposed concept design, and a walk along Eddy Street. The event was attended by District 5 Supervisor London Breed and a number of local organizations, businesses, and other community members. Participants expressed support for improving Eddy Street to increase neighborhood safety and to improve walking and biking connections.

Their recommendations included:

- Participants liked the idea of a mid-block crossing into Jefferson Square Park, but stressed the need to improve pedestrian safety at this point, where drivers often speed.
- Community members were enthusiastic about corner bulb-outs, greening & landscaping, and pedestrian safety improvements.
- Several participants had attended the Play Street event in July 2013, and were supportive of the idea of implementing a more permanent play street on Buchanan, which borders several dense housing developments where many families with young children live.

DESIGN CONCEPT

The design for Eddy Street is meant to improve pedestrian and cyclist safety, enhance street greening and landscaping, improve transit accessibility and efficiency, and connect residents to parks and other key neighborhood amenities.



EDDY AT BUCHANAN
New traffic circle and bus stop bulb-outs

BUCHANAN STREET
Play street that encourages people to gather and play. Speed tables, signage, and special paving/paint help calm traffic and signal that this is a play area.

EDDY AT LAGUNA
Consolidate bus stops to improve transit service, and retrofit the intersection with stormwater bulb-outs

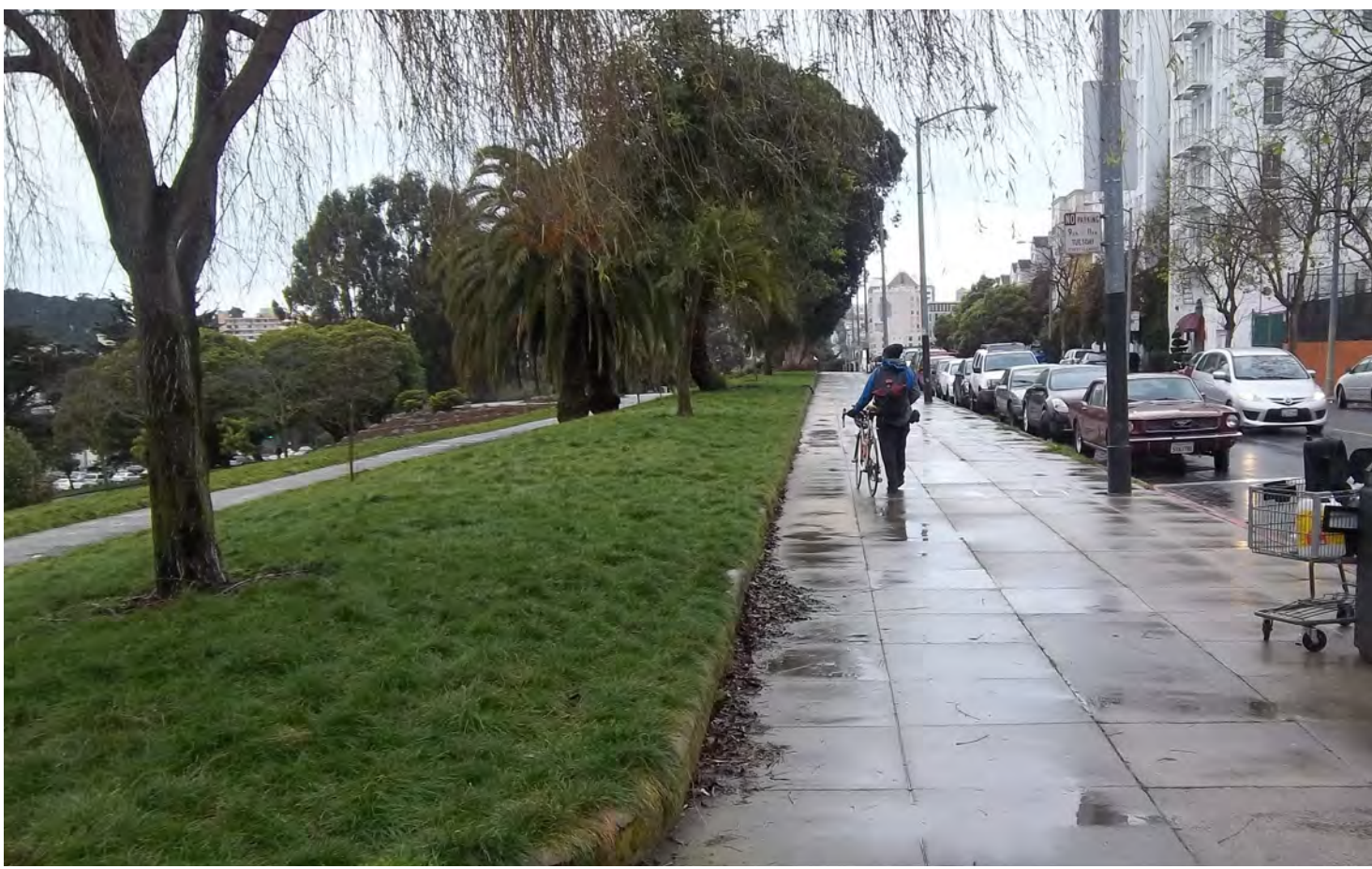
JEFFERSON PARK
Sidewalk greening that beautifies the street and provides a gateway into the park

MID-BLOCK CROSSING AT JEFFERSON PARK
New corner bulb-outs on Oakdale at the NW corner and at the SW corner

STORMWATER BULB-OUTS
New bulbs-outs at intersections and in the parking lane

EXISTING CONDITIONS

- Eddy Street has a residential feel for much of the stretch between Buchanan and Van Ness, and more commercial as it nears Polk Street.
- Traffic is relatively calm on Eddy itself, with one travel lane in each direction, frequent stop signs and crosswalks, relatively wide sidewalks, and moderate street tree coverage.
- Where Eddy Street intersects faster arterials, such as Gough, Franklin and Van Ness, street crossings feel unsafe for pedestrians and cyclists.
- The 31-Balboa MUNI line travels down Eddy Street at 10-15 minute intervals throughout the day.



Eddy Street at Jefferson Square Park



Townhouses at Eddy Street and Webster Street

NEXT STEPS

The City should continue to collaborate with community organizations and residents to advance ideas for public realm improvements on Eddy Street. In the near term, temporary interventions, such as Sunday Streets or additional Play Streets events could help emphasize Eddy Street's role as a Green Connection and an important link to the neighborhood.

In the longer term, as funds become available for capital improvements on this stretch of Eddy Street, improvements should incorporate greening, pedestrian, and bicycle improvements.



Sunday Streets in the Western Addition (source: SF Streetsblog)



Play Street event on Buchanan Street (source: SF Streetsblog)