

7.1 INTRODUCTION

Green Connections includes conceptual designs for a portion of the network in six focus neighborhoods. The focus neighborhoods were selected based on demographics: all have high population densities with large minority populations, higher than average proportions of families with low incomes, and large populations of children and seniors. There are limited open green spaces within these neighborhoods and limited access to these resources in other parts of the city. Developing Green Connection routes in these neighborhoods will help to create open space amenities in these neighborhoods and improve residents' connections to the parks.

This chapter summarizes the conceptual designs created for each neighborhood, including a discussion of the existing conditions, the design process, community outreach and next steps. Additionally, this chapter includes the findings from the pedestrian environmental quality index (PEQI), performed by the San Francisco's Department of Public Health. In each neighborhood, streets and intersections were scored and ranked as either "unsuitable", "poor", "basic", "reasonable", or "ideal" for pedestrians. These findings were part of the existing conditions analysis and informed the conceptual designs.

The six focus neighborhoods and streets are:

- » **Bayview: Oakdale Avenue** (Lane Street to Quint Street)
- » **Chinatown: Washington Street** (Mason to Columbus)
- » **Potrero Hill: 22nd Street** (Texas Street to Illinois Street)
- » **Tenderloin: Jones Street** (Ellis Street to Market Street)
and Ellis Street (Jones Street to Polk Street)
- » **Western Addition: Eddy Street** (Polk Street to Buchanan Street)
- » **Visitacion Valley: Leland Avenue** (Bayshore Blvd. to Hahn Street)

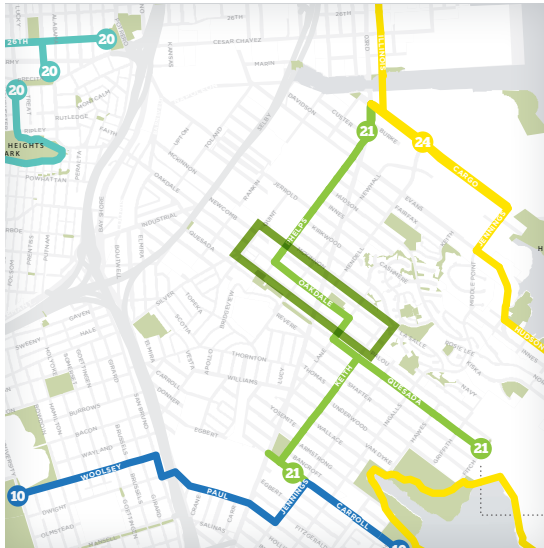
	A BAYVIEW	B CHINATOWN	C POTRERO HILL	D TENDERLOIN	E WESTERN ADDITION	F VISITACION VALLEY	SAN FRANCISCO
MEDIAN HOUSEHOLD INCOME	\$23,499	\$35,939	\$56,965	\$30,210	\$41,353	\$56,550	\$73,886
POPULATION DENSITY (PEOPLE/ACRE)	17.6	101.4	25.2	120.5	62.2	48.9	24.2
SENIORS POPULATION DENSITY (SENIORS/ACRE)	1.3	27.4	1.8	17.8	8.3	1.3	3.6
CHILDREN POPULATION DENSITY (CHILDREN/ACRE)	2.1	4.0	2.6	4.9	3.2	2.1	1.3
OPEN SPACE ACREAGE PER 1,000 PEOPLE	8.1	.4	3.3	0.1	1.6	0.2	10.3
STREET	Oakdale Avenue (Lane St. to Quint St.)	Washington Street (Mason St. to Columbus Ave.)	22nd Street (Texas St. to Illinois St.)	Jones Street (Market to Ellis) Ellis Street (Jones to Polk)	Eddy Street (Buchanan St. to Polk St.)	Leland Avenue (Bayshore Blvd. to Hahn St.)	NA
RELEVANT PROJECTS AND PLANS	» Bayview Hunters Point Community Revitalization Plan	» Chinatown Alleyway Master Plan » Gordon Lau Elementary School Safe Routes to School Project	» Blue Greenway Project » Dogpatch/22nd Street Greening » Eastern Neighborhoods Program » Pier 70 Master Plan	» Tenderloin-Little Saigon Community Transportation Study		» Leland Avenue Streetscape Improvement Project » Visitacion Valley / Schlage Lock Plan	NA



7.2 BAYVIEW CASE STUDY: OAKDALE AVENUE

THE NEIGHBORHOOD

San Francisco's Bayview Hunters Point is a low-density mixed residential and industrial neighborhood in the southeastern corner of the city. Hunters Point, along San Francisco Bay, was once the City's epicenter for shipbuilding and other maritime commercial activity, and a new redevelopment project is underway on the former shipyard. The Bayview today remains one of the City's most under-served neighborhoods, with a median income lower than the city as a whole. Car ownership among households is lower when compared to the city as a whole. As a result, many residents depend on public transportation and walking as their primary modes of transportation.



ROUTE DESCRIPTION

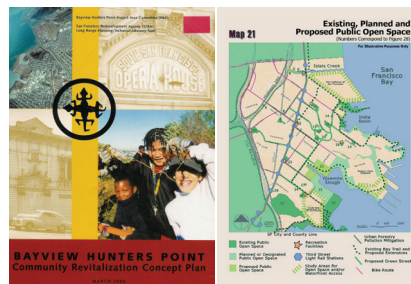
Connecting Neighborhoods. Oakdale Avenue is part of route 22 which traverses through Bayview Hunters Point and connects to the San Francisco Bay waterfront and nearby open space and recreational amenities.

Connecting Community Assets. Green Connections fulfills the Bayview community's long-term vision for a green and inviting Oakdale Avenue that connects the Bayview Town Center to the Southeast Community Facility, a community center and city college campus, and links the following community assets:

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

RELATED PLANS

Bayview Hunters Point Community Revitalization Plan (2002). Route 22 builds on a vision of a redesigned Oakdale Avenue long called for by the community. The Bayview Hunters Point Community Revitalization Plan, which lays out the community's vision for neighborhood improvements and was completed in 2002, identifies Oakdale Avenue from I-280 to Lane is designated as a "Green Street" and a key connector between the Bayview Town Center and the Southeast Community Facility (Map 15). Many of the improvements called for in this plan around Bayview Town center have been implemented, but Oakdale Avenue has not yet been improved.



Bayview Hunters Point Community Revitalization Plan



Map 15, Oakdale Green Connector Site Plan



ROSE: A Vision for San Francisco's Open Space

EXISTING CONDITIONS

Oakdale Avenue is trying to balance many different modes of transportation. It is a residential street that accommodates some through truck traffic. It is a bike route, but also an important east-west route for vehicles. It has a completely different character on its eastern end than on its western end; to the southeast, it dead-ends in a quiet residential cul-de-sac at GW Carver Elementary School, while to the northeast it ends at Bayshore Avenue in a wide, heavily-trafficked intersection in an industrial area with fast-food restaurants catering to drive-through vehicles on its corners.

From Lane to Quint, street tree coverage is minimal and spotty, and street-focused cobra lamps line the road. Pedestrian and bicycle traffic is light, while average daily vehicle traffic is roughly 5,000. At Newhall, Oakdale is relatively quiet, while at Phelps, the street widens for one block as Oakdale goes over the Caltrain tracks.

The street has a 80-foot wide public right-of-way. Generally the street is lined by 16-foot wide sidewalks, with two bidirectional lanes of traffic, bike lanes and parking on both sides of the street. Vehicle traffic is relatively high for a residential street, between 5,000 - 6,000 vehicles per day around Phelps St.



Oakdale Ave at Newhall Street

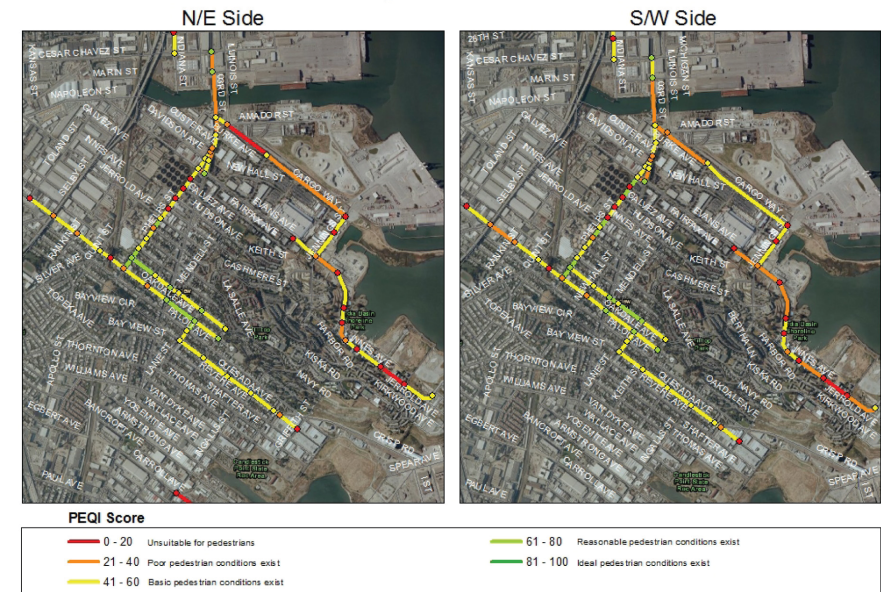


Oakdale Ave at Phelps

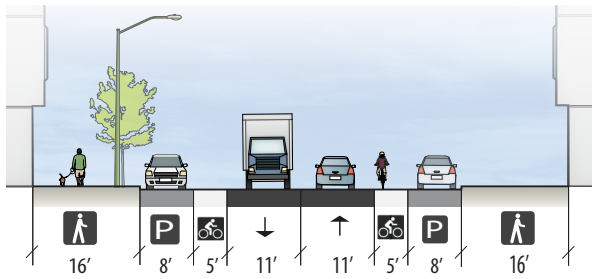
Between Phelps and Quint Streets, the block on which the Southeast Facility sits, the Caltrain tracks run under, and where the future Oakdale Caltrain commuter rail station will be located, the sidewalks narrow to 10 feet in width. One bike lane widens from 5 to 6 feet, and existing travel lanes widen from 11 to 16 or 17 feet.

Pedestrian Environmental Quality Index (PEQI).

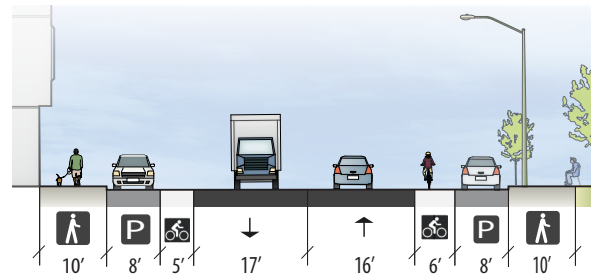
Oakdale was evaluated between Phelps and Keith. The PEQI analysis ranked the majority of Oakdale Avenue as having at least basic pedestrian conditions along most of its length, and as having good pedestrian conditions on the southwest side east of Third St and the northeast side west of Phelps.



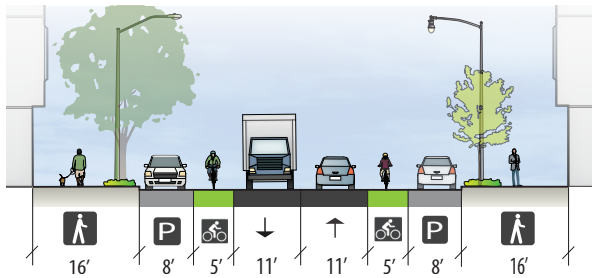
Bayview Pedestrian Environmental Quality Index (PEQI)



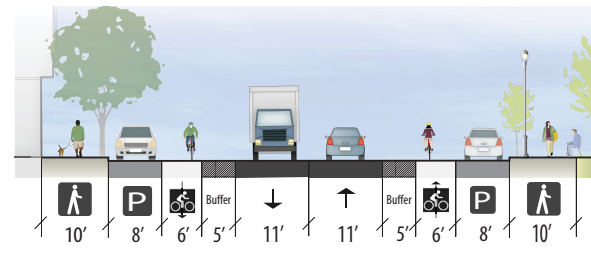
Oakdale Avenue Cross Section, Third to Phelps: Existing



Oakdale Avenue Cross Section, Phelps to Quint: Existing



Oakdale Avenue Cross Section, Third to Phelps: Proposed



Oakdale Avenue Cross Section, Phelps to Quint: Proposed

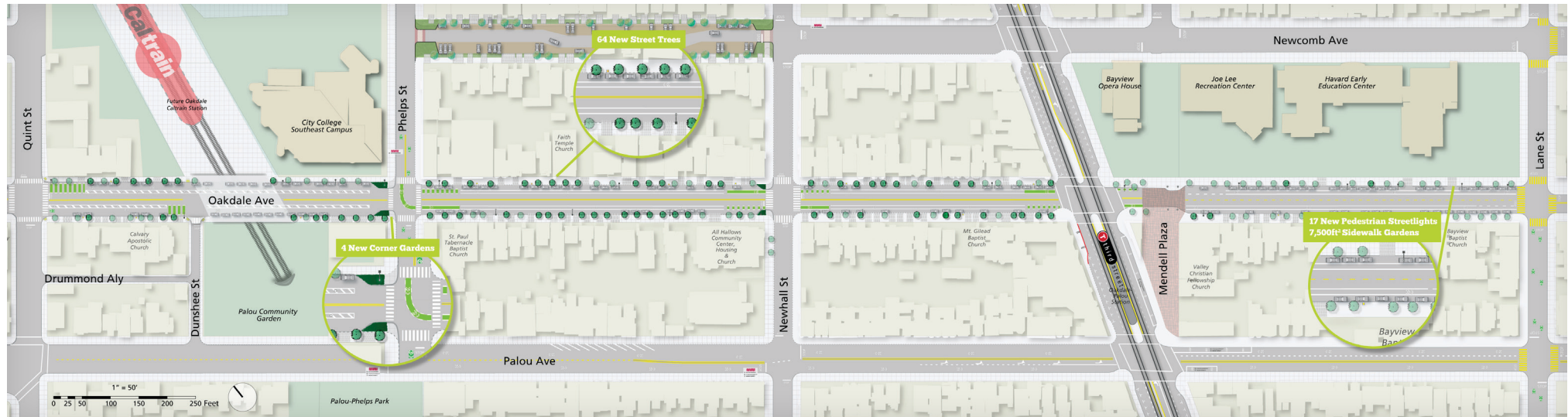


Oakdale Avenue Perspective: Existing



Oakdale Avenue Perspective: Proposed

CONCEPTUAL DESIGN



Oakdale Avenue from Quint to Lane

DESIGN CONCEPT

The design for Oakdale would improve pedestrian safety, green the street, and enhance the experience for active transportation users. Specifically, the recommended improvements would help calm and slow vehicle traffic on the street, enhance pedestrian and bicycle connections, improve pedestrian safety, reduce crossing distances for pedestrians, improve visibility at intersections for bicyclists, green and beautify the street.

Overall design recommendations from east to west include:

- » Lane to Mendell: Reconfigure the north side vehicle parking to parallel. New eastbound bike lane. New street trees, sidewalk landscaping and pedestrian lighting.
- » Third to Phelps: Roadway and bike lane restriping. New corner bulb-outs at Newhall and Phelps. New street trees, sidewalk landscaping and pedestrian lighting.
- » Phelps to Quint: New separated bike lane. New street trees, sidewalk landscaping and pedestrian lighting.

Base Design. Funds from 2011 Road Repaving and Street Safety Bond have been allocated to this portion of Oakdale. This funding can pay for the base design which includes:

- » Roadway and bike lane restriping
- » Corner bulb-outs on the NW & SW corner of Oakdale and Phelps
- » Separated bike lanes between Phelps and Quint
- » New bike lanes between Mendell and Lane
- » Street trees and greening

Additional Improvements. The following additional improvements could be added to the base design when funding becomes available.

- » Sidewalk gardens and landscaping
- » Additional corner bulb-outs at Phelps and Newhall
- » Pedestrian-scale lighting

COMMUNITY INPUT

On June 11, 2013, a community open house was at the Joe Lee Recreation Center to seek input on the design concept and understand priorities for improvements. Some key recommendations were:

- » Redesign Oakdale from Mendell to Lane 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 and Oakdale.

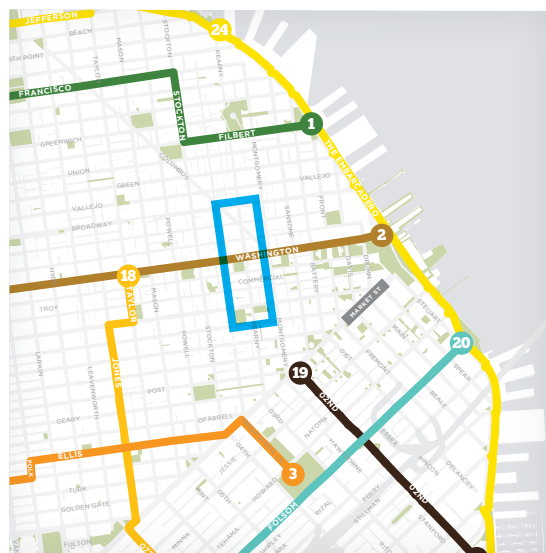
NEXT STEPS

Funding from the 2011 Road Repaving and Street Safety Bond can pay for restriping and other safety improvements to Oakdale Avenue. Additional funding has been applied for from the State of California Strategic Growth Council. If the funding request is granted, additional greening and streetscape improvements could occur. Implementing the design will bring to fruition a community vision for Oakdale Avenue to link a number of community facilities in the Bayview Town Center and improve safety for pedestrians and bicyclists.

7.3 CHINATOWN CASE STUDY: WASHINGTON STREET

THE NEIGHBORHOOD

San Francisco's Chinatown is one of the City's densest neighborhoods. The neighborhood has a large population of youth, elderly, low income and monolingual residents. Car ownership among households is much lower than the city as a whole. The majority of residents depend on public transportation and walking as the primary modes of transportation.



ROUTE DESCRIPTION

Connecting Neighborhoods. Washington Street is part of east-west route 2 linking the City's northern neighborhoods with a variety of open space and recreational amenities between the Presidio and the San Francisco Bay waterfront.

Connecting Community Assets. In Chinatown, Washington Street connects the following community assets:

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

Connecting Alleyways. Washington Street is a potential pedestrian-friendly east-west spine which connects Chinatown's network of north-south alleyways.

RELATED PLANS

Chinatown Alleyway Master Plan (1998). The Chinatown Alleyway Master Plan, created by the Chinatown Community Development Center and adopted by the Planning Department, calls for improvements to the neighborhood's network of alleys. These improvements seek to maximize each alley's potential to be a community open space. To date, eleven alleyways have been renovated according to the plan.

Recreation & Open Space Element (ROSE). The 2013 draft of the San Francisco General Plan's Recreation and Open Space Element (ROSE) identifies Chinatown as a high-need area for open space renovation and acquisition. Creating strong pedestrian connections to open space both within and immediately outside Chinatown can help improve the livability of this bustling neighborhood.

Gordon Lau Elementary School Safe Routes to School Project. In 2006, Caltrans awarded SFMTA funds to improve several intersection and mid-block crossings to Gordon Lau Elementary School on Washington Street. The project includes new sidewalk extensions on Washington Street at Stone Alley.

EXISTING CONDITIONS

Washington Street in Chinatown has a 52-foot wide public 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.

Pedestrian Environmental Quality Index (PEQI).

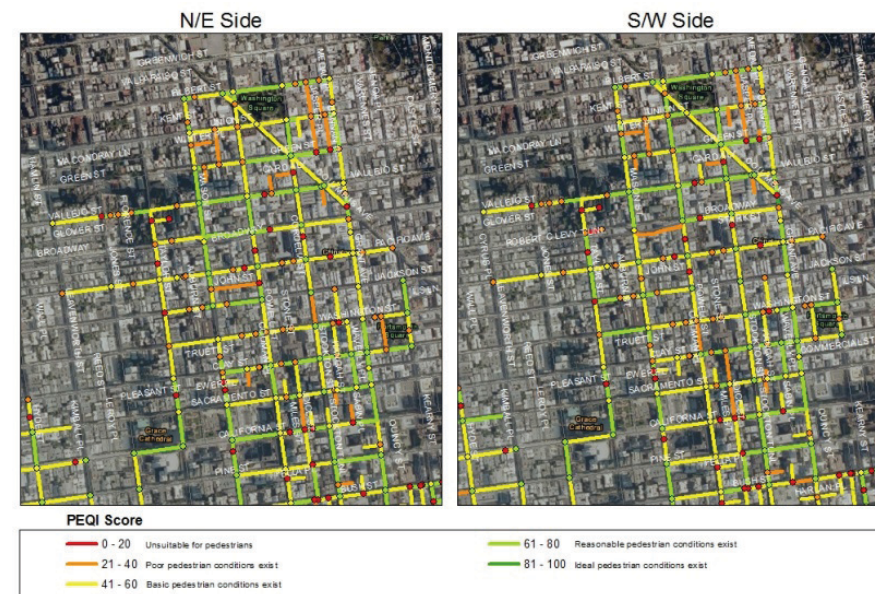
Washington Street was evaluated between Taylor and Kearny Streets. The PEQI analysis ranked the majority of Washington Street as “basic” with a few small segments ranked as “reasonable.” Washington Street’s intersections tended to rank poorly, most notably at locations where the street intersects with the neighborhood’s network of north-south alleyways.



Washington St. at Stockton Street



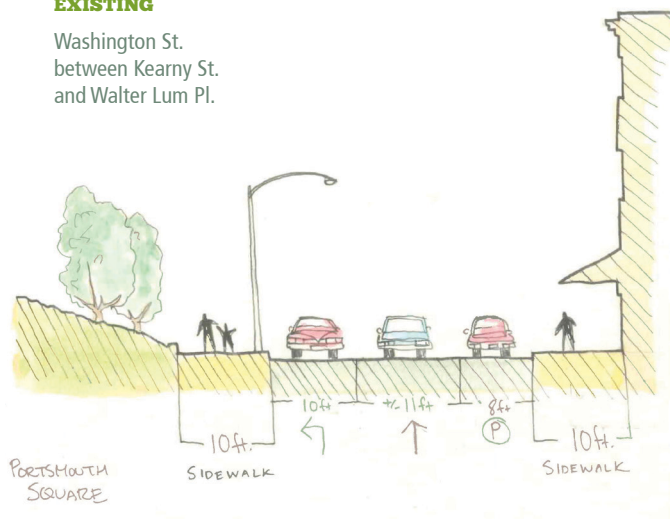
Washington St. at Kearny Street/Portsmouth Square



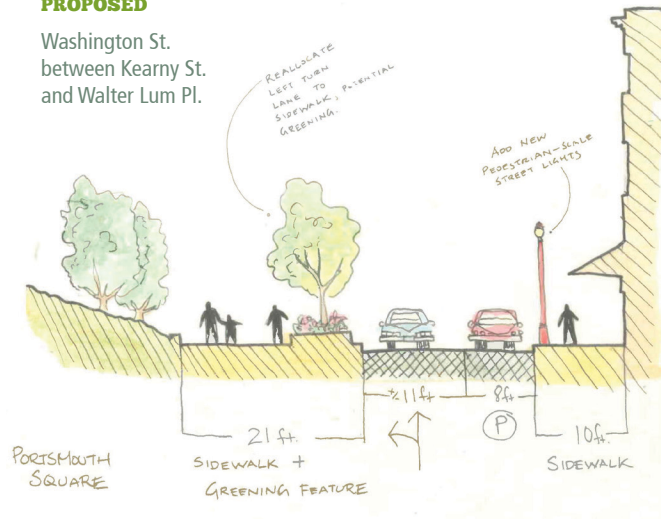
Chinatown, Pedestrian Environmental Quality Index (PEQI), SFDPH

EXISTING

Washington St.
between Kearny St.
and Walter Lum Pl.

**PROPOSED**

Washington St.
between Kearny St.
and Walter Lum Pl.

**DESIGN CONCEPT**

The conceptual design recommends analyzing and vetting the following changes to the street, from east to west:

- » 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.
- » 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.
- » 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.

The length of the street, the following features are recommended:

- » Wayfinding signage
- » Corner curb-extensions at intersections
- » High visibility crosswalks
- » Pedestrian-scale lighting



Precedent: Single-Surface Shared Street Design on Linden Alley in San Francisco

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:

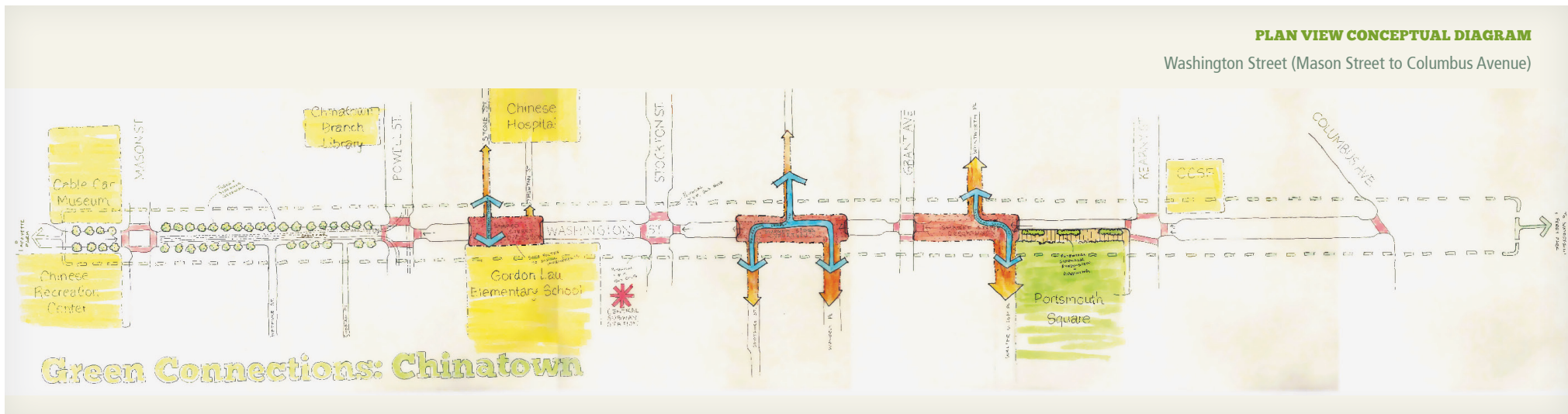
- » Realize the potential for Washington Street to serve as a connection to the waterfront via wayfinding and landscaping that makes the route more inviting through the Financial District.
- » Prioritize improvements between Kearny Street and Stockton Street (including the Central Subway Station corner). 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.

As plans for Washington Street move forward, additional outreach and community input will be necessary.

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.

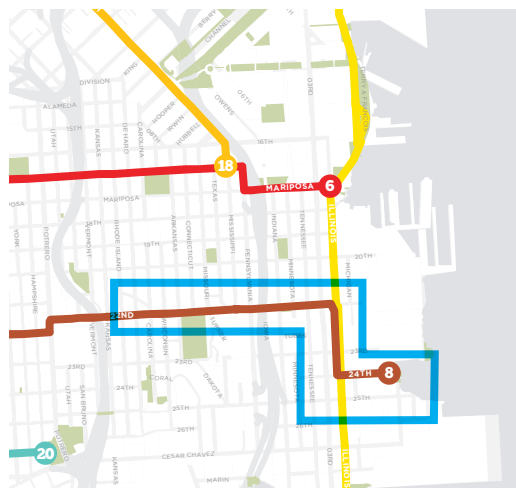


7.4 CASE STUDY: DOGPATCH/POTRERO HILL

THE NEIGHBORHOOD

The Dogpatch neighborhood is located along the eastern waterfront of the city, to the east of Potrero Hill. The area has experienced rapid changes since the 1990s, transitioning from a primarily working class neighborhood to a mixed-income neighborhood with many upper middle-class working professionals. Traditionally the area was characterized by heavy and light industrial uses with pockets of residences; in recent years converted warehouses have added many residential lofts and condos. The neighborhood has a growing arts district, and the Caltrain station at 22nd Street makes Dogpatch popular with commuters who work south of San Francisco.

Two major redevelopment projects are currently in planning phases for the area. The Rebuild Potrero site on the eastern slope of Potrero Hill is an existing affordable housing complex managed by the City. Many of the buildings are in need of repair, and the site is planned to be redeveloped as a mixed-use neighborhood. Pier 70 - a historic shipbuilding and industrial site - is also being re imagined as a mixed-use neighborhood that will introduce substantial office / research facilities, commercial areas, and residences.



ROUTES DESCRIPTION

Connecting Neighborhoods. Two Green Connections routes converge in Dogpatch. Route 24 follows the planned Blue Greenway, an urban segment of the Bay Trail currently being developed by the Port of San Francisco on the City's eastern waterfront. The design proposal for this route runs along an industrial portion of Illinois Street between 22nd and 24th Streets. In the long-term this portion of the Blue Greenway will shift to the east as a component of the Pier 70 redevelopment project.

Route 8 is an east/west route connecting Douglass Playground to Warm Water Cove Park on the Central Waterfront, passing through several neighborhoods including Diamond Heights, Noe Valley, the Mission, Potrero Hill and Dogpatch.

Connecting Community Assets. These routes connect the following community assets within Dogpatch and Potrero Hill:

- » The Potrero Hill Playground & Recreation Center
- » Arkansas Friendship Garden
- » 22nd Street Caltrain Station
- » 22nd Street commercial corridor
- » Warm Water Cove Park
- » Blue Greenway
- » Pier 70 Master Plan

RELATED PLANS

Dogpatch 22nd Street Greening Master Plan.

In 2007, GreentrustSF Central Waterfront lead a 3-year community process to develop a streetscape vision for 22nd Street between Interstate 280 and 3rd street. The neighborhood plan calls for improvements to the open space adjacent to the Muni yard, improvements to the caltrain station, several parklets, additional bike parking and bioretention bulb-outs at the Pennsylvania Ave, Indiana Street, Minnesota Street and Tennessee Street intersections.

The Eastern Neighborhoods Central

Waterfront Plan. This plan looked at converting a former industrial neighborhood into a mixed-use residential community. The plan studied open opportunities for increased open space, improved transit connections and how to integrate new housing and retail into the existing neighborhood fabric.



22nd Street looking east

EXISTING CONDITIONS

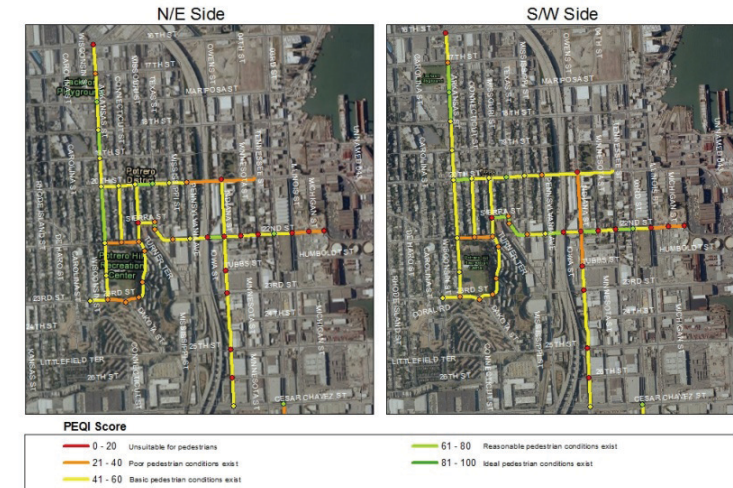
The study area begins on 22nd Street at Arkansas, where there is no car access and an informal footpath connects the Arkansas Community Garden and the Potrero Hill Playground and terminates at 22nd and Missouri Streets. An unimproved hillside prevents pedestrians from continuing eastward along 22nd street. At the foot of the hill from Texas to Minnesota Streets, 22nd Street is characterized by residential and light industrial land uses much of which is expected to be redeveloped in the next few years. This stretch of 22nd Street also fronts an open space maintained by the SFMTA and the 22nd Street Caltrain Station, which has been identified in previous planning efforts as needing upgraded pedestrian amenities to improve user comfort and station accessibility.

Between Minnesota and Third Streets, 22nd Street serves as a neighborhood commercial corridor. One block east of 3rd street, the route veers south along Illinois Street. This section of Illinois is an identified freight corridor and has abandoned rail tracks in the ROW. The sidewalk between 22nd and 23rd Streets is in poor repair.

At 24th Street, the route veers east for one block and terminates at Warm Water Cove Park. The sidewalk on the north side of the street is was recently upgraded, however sidewalks on both sides of the street are narrow.

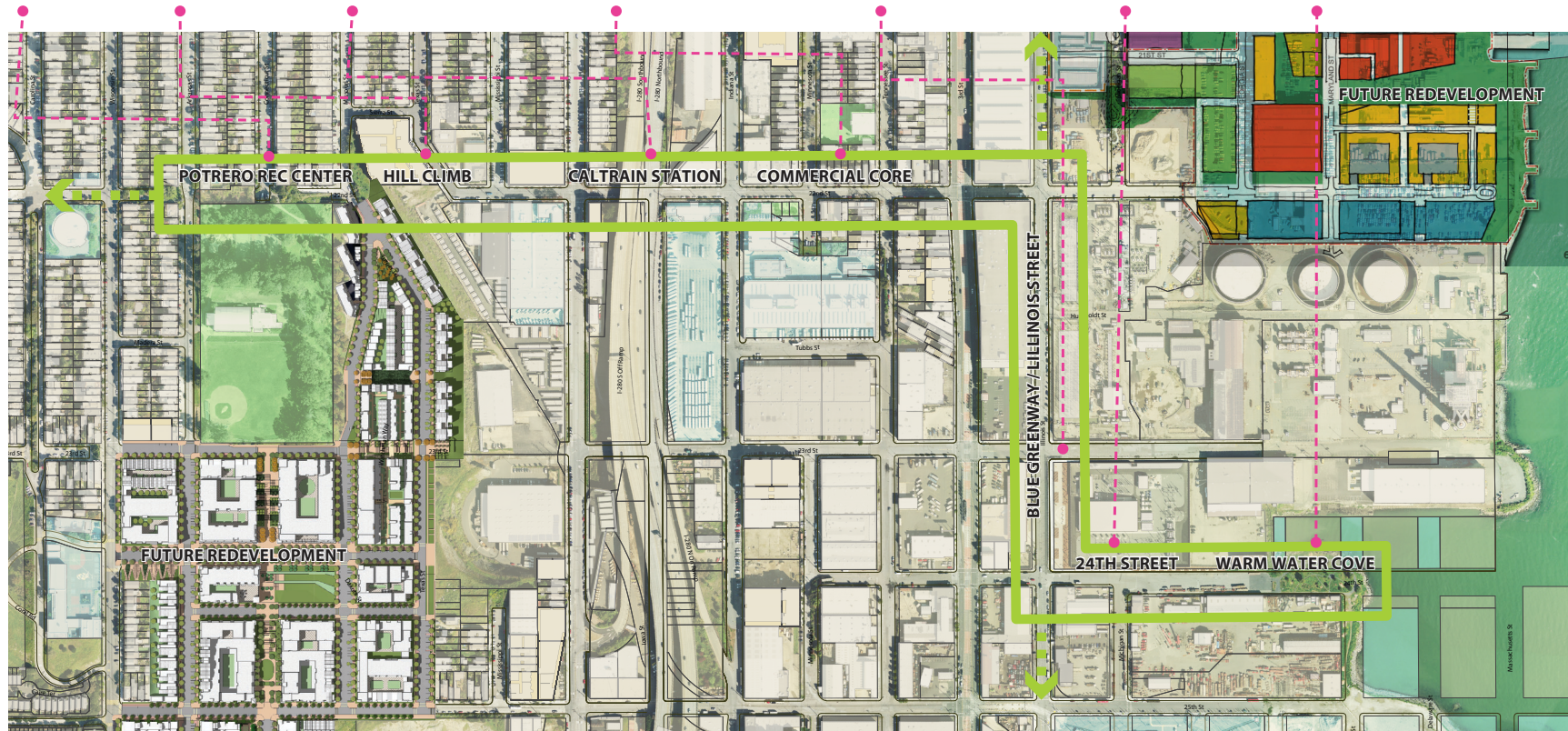
Pedestrian Environmental Quality Index (PEQI).

22nd Street was evaluated between Texas and Michigan Streets. The PEQI analysis ranked the majority of 22nd Street as “basic” with a few small segments ranked as “reasonable.” East of Illinois, 22nd Street was ranked as “poor”. In regards to park access, the Potrero Hill Recreation Center is only easily accessed from Arkansas between 22nd and 23rd streets. The opposite side of the park, facing 23rd Street to the south and Missouri to the east, has no access to the park.



Potrero Hill, Pedestrian Environmental Quality Index (PEQI)

PATHWAY HILLCLIMB CALTRAIN STATION COMMERCIAL CORE BLUE GREENWAY 24TH STREET WARM WATER COVE PARK



The Potrero Hill / Dogpatch Green Connection will provide an important link between the Potrero Hill Recreation Center and Warm Water Cove Park. The plan builds on several existing planning efforts recently completed or currently underway in the neighborhood and will improve safety and connectivity for pedestrians and bicyclists traveling along the corridor.

DESIGN CONCEPT

The conceptual design proposes the following:

22nd Street Pathway. Install pedestrian improvements such as lighting and improvements to the informal pathway that currently links Arkansas Street to Missouri Street.

22nd Street Hill Climb. Develop a hillclimb on what is currently missing link along 22nd street between the Potrero Hill Recreation Center and Texas Street.

Caltrain Station. Add station amenities like improved lighting, improved drop-off areas, and public art.

22nd Street Commercial Core. The Green Connections concept design incorporates the recommendations from the Dogpatch 22nd Street Greening Master Plan (see Related Plans, above) and recommends adding two additional bulb-outs on the west side of 3rd Street at 22nd Street.

Blue Greenway (Illinois Street). Improve bicycle safety by removing abandoned rail road tracks in the southbound direction on Illinois Street. Improve the sidewalk on the east side of Illinois street between 22nd Street and 23rd Street. If soil conditions permit, incorporate greening and stormwater management elements in the sidewalk design such as permeable pavers, landscaping and street trees. As the adjacent Pier 70 project is developed, the Blue Greenway should be rerouted from Illinois eastward through Pier 70.

Waterfront Connection (24th Street and Warm Water Cove Park). 24th Street between Illinois Street and the waterfront serves as an important link between Potrero Hill, the 22nd Street Commercial Core, the Blue Greenway Trail and Warm Water Cove Park. Neighborhood residents previously worked with local property owners to add landscaped gardens and street trees to the northern sidewalk along 24th street. However, the temporary storage of construction cranes by an adjacent property owner obscures site lines and diminishes the pedestrian experience.

Warm Water Cove Park is an underutilized assets that could be better integrated into the neighborhood. Renovate and improve Warm Water Cove Park and link it to the Pier 70 Redevelopment and a future re-alignment of the Blue Greenway trail along the waterfront.

COMMUNITY INPUT

Visioning workshop – November 17, 2012.

Neighborhood residents participated in a visioning exercise to articulate their priorities and vision for what a Green Connection could look like in the Potrero/Dogpatch neighborhood. Participants voiced support for a design focused on expanded public spaces, improved greening and habitat and incorporating stormwater management features into the design.

Concept design presentations – June 5, 2013.

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

NEXT STEPS

22nd Street Pathway. This project may be funded and coordinated by the Rebuild Potrero redevelopment.

22nd Street Hill Climb. This project will likely be implemented in the near term via the redevelopment of an adjacent property.

22nd Street Caltrain Station. The impending High Speed Rail Project and Caltrain extension to the Transbay Terminal may provide opportunities to fund improvements to the Caltrain Station.

22nd Street Commercial Core. The City anticipates roughly \$2M in development impact fees that can be allocated toward the project in FY 2016.

Blue Greenway / Illinois Street. Long-term plans call for extending 22nd Street to the waterfront through the Pier 70 redevelopment and building a contiguous waterfront path connecting Crane Cove to Warm Water Cove. However Illinois Street will continue to be an important connection for bicyclists commuting to and from Mission Bay and Downtown and for local Potrero Hill and Dogpatch residents to access Warm Water Cove. Near-term improvements for Illinois Street should include:

- » Work with the Port and PG&E to replace the asphalt sidewalk in front of the Power Plant with modern concrete sidewalk and landscaping. If site conditions permit, the revised sidewalk design should incorporate stormwater management features.
- » Remove obsolete rail road tracks from street to improve safety for bicyclists.

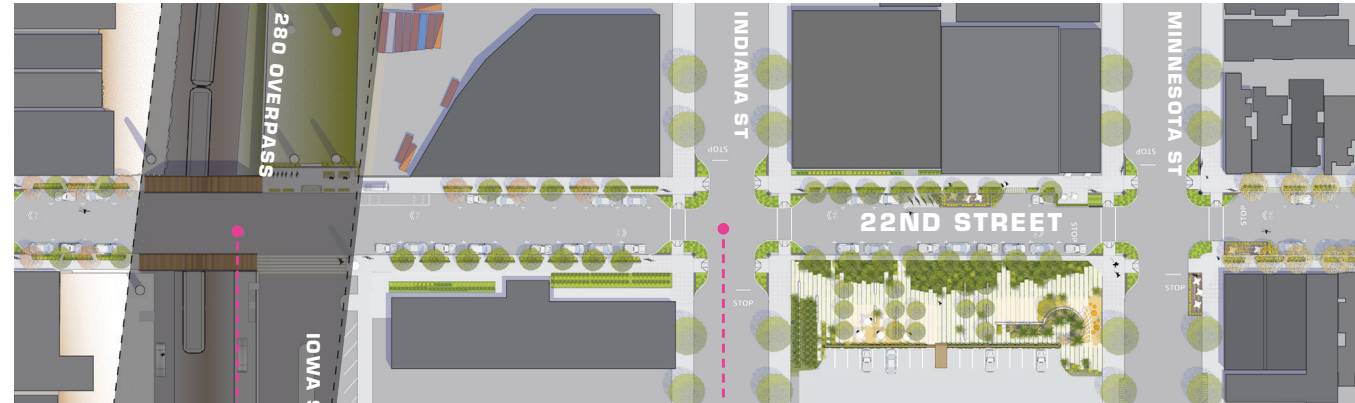
Waterfront Connection (24th Street and Warm Water Cove Park). Improve the pedestrian experience on 24th Street by removing construction cranes from the street and widening the sidewalk to an off-street bike trail.

The passage of the 2012 Parks Bond will bring near-term improvements to 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.

22nd Street Hill Climb



22nd Street Commercial Core



CALTRAIN STATION

Study options to improve access to 22nd Street Caltrain Station.

INDIANA & 22ND INTERSECTION

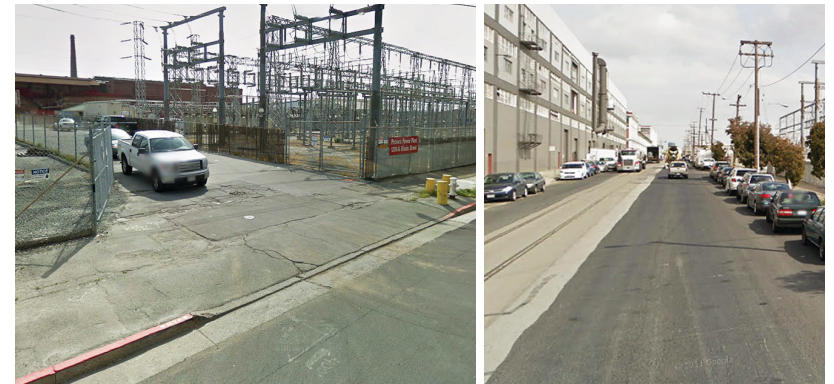
Coordinate proposed bulb-out design with MUNI operations

Right: Establish a hill climb along 22nd Street linking Arkansas Street with Texas Street.

- Encourage a publicly accessible staircase into the 1395 22nd Street Development project (currently under environmental review).
- Encourage the Rebuild Potrero Project Team, the Department of Public Works and the Department of Recreation and Parks to make improvements to the informal pathway between Arkansas Street and Missouri Street.

- Publicly Owned
- Public Right-of-Way
- Recreation and Parks Department
- Rebuild Potrero (Hope SF Redevelopment)
- 1395 - 22nd St Redevelopment (Private)

Blue Greenway Trail (Illinois Street)



Long-term plans call for extending 22nd Street to the waterfront through the Pier 70 redevelopment and building a contiguous waterfront path connecting Crane Cove to Warm Water Cove. However Illinois Street will continue to be an important connection for bicyclists commuting to and from Mission Bay and Downtown and for local Potrero Hill and Dogpatch residents to access Warm Water Cove.

- Work with the Port and PG&E to replace the asphalt sidewalk in front of the Power Plant.
- Remove obsolete rail road tracks from street to improve safety for bicyclists.



JUST FOR YOU PARKLET
Installed, Summer 2013

3RD STREET INTERSECTION

Modify Neighborhood Plan by adding corner bulb-outs to 3rd street intersection to improve pedestrian safety.

Left: 22nd Street serves as the civic heart of the Dogpatch Neighborhood and an important destination for Potrero Hill residents. The Green Connections project seeks to advance both city-run and neighborhood-initiated planning efforts by studying transportation impacts and seeking funding for the projects.

Warm Water Cove Park

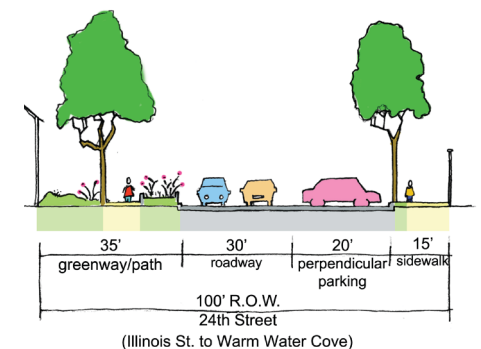


24th Street



Top Right: The passage of the 2012 Parks Bond will bring near-term improvements to 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 and be completed in mid 2017.

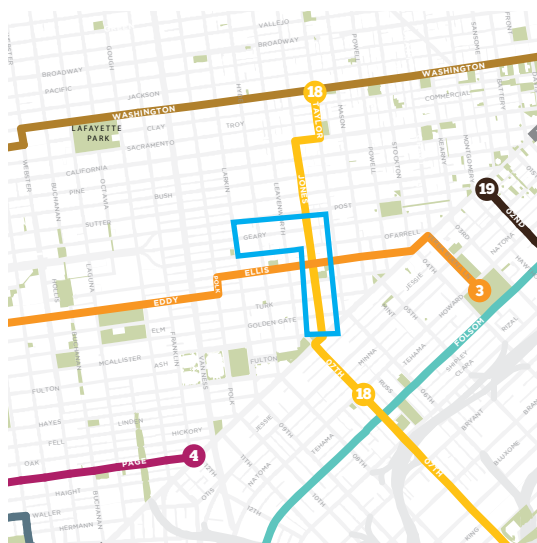
Bottom Right: 24th Street between Illinois Street and the waterfront serves as an important link between Potrero Hill, the 22nd Street Commercial Core, the Blue Greenway Trail and Warm Water Cove Park. Neighborhood residents worked with local property owners to add landscaped gardens and street trees to the northern sidewalk along 24th street. However, the temporary storage of construction cranes by an adjacent property owner obscures site lines and diminishes the pedestrian experience. In the near-term, the city and the Port should work with local property owners to remove the cranes from the north side of 24th street. In the future, the city should explore taking advantage of excess and underutilized space in the right-of-way by expanding the sidewalk and converting it into an off-street path and linear garden.



7.5 TENDERLOIN CASE STUDY: JONES STREET & ELLIS STREET

THE NEIGHBORHOOD

The Tenderloin is a dense urban neighborhood home to a large population of immigrant families and low-income residents. Public open space in the neighborhood is mostly limited to heavily regulated and fenced playgrounds designed to serve the neighborhood's large youth population. To access larger open space areas, residents must travel outside of the neighborhood. Few living in the neighborhood own a car (only 18%) and most travel via walking and transit. Thus, the quality of the neighborhood's streets and sidewalks is especially critical to residents' quality of life.



ROUTE DESCRIPTION

Connecting Neighborhoods. Jones Street is part of a north-south route 17 linking Nob Hill, the Tenderloin, SoMa, and Mission Bay. Ellis Street is part of east-west route 3 stretching across the northern half of the City, from Ocean Beach to Yerba Buena Gardens.

For this case study, the City focused on a portion of both routes in the Tenderloin; an L-shaped corridor that connects important neighborhood open space and recreational amenities, as outline below.

Connecting Community Assets. The portion of Green Connections analyzed in this case-study connect the following amenities in the Tenderloin:

- » Tenderloin Recreation Center
- » Tenderloin Children's Playground
- » Tenderloin National Forest
- » Boeddecker Park
- » Tenderloin Boys & Girls Club

RELATED PLANS

Tenderloin-Little Saigon Community Transportation Study. The Tenderloin-Little Saigon Community Transportation Study was adopted in 2007 and is the result of two years of community planning conducted by the San Francisco Transportation Authority (SFTA). The study recommended a variety of public realm and transportation related improvements for the neighborhood. Some improvements, such as the conversion of one-way streets into two-way streets, have already been implemented. For more information on the plan visit www.sfcta.org

Recreation & Open Space Element (ROSE). The 2013 draft of the San Francisco General Plan's Recreation and Open Space Element (ROSE) identifies the Tenderloin as a high-need area for open space renovation and acquisition. Creating strong pedestrian connections to open space both within and immediately outside Tenderloin can help improve the livability of this neighborhood.

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.

Pedestrian environmental quality index (PEQI). Jones Street and Ellis Street were both evaluated. The PEQI analysis ranked the majority of both streets as “basic” with some blocks ranked as “reasonable.”

With the exception of the unmarked crossing where Ellis Street intersects with Cohen Alley (The Tenderloin National Forest) all intersections within the case study area were ranked either basic, reasonable, or ideal by the PEQI. In terms of the neighborhood’s general walking environment, the PEQI notes that frequent social problems such as loitering, use of alcohol and illegal drugs, and loud arguments in the Tenderloin degrade the pedestrian environment. Improvements to the public realm will need to take these social problems into consideration.



Jones Street



Ellis Street



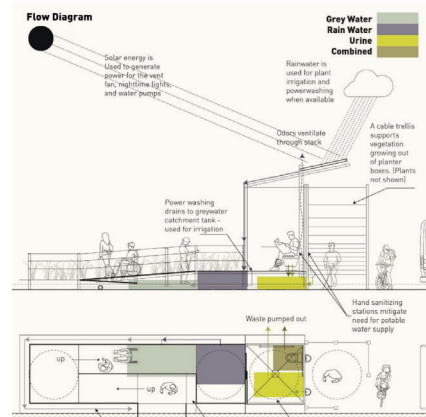
Tenderloin, Pedestrian Environmental Quality Index (PEQI), SFDPH



Tenderloin Safe Passage



Jones Street Neighborhood Nexus (Perkins + Will)



Tenderloin Public Toilet Program (Hyphae Design Lab)



Tenderloin National Forest

NEIGHBORHOOD INITIATIVES

The Tenderloin is currently the focus of grass roots improvements to the public realm led by local non-profits and community organizations. The Green Connections Team met with these organizations to coordinate and share ideas about improvements to Jones and Ellis Streets. A brief summary of some of these initiatives is outlined on this page.

Tenderloin Safe Passage. Tenderloin Safe Passage is a community coalition dedicated to making the Tenderloin neighborhood a safer place for all. In 2012 the group launched the Safe Passage Sidewalk Mural, a visually designated sidewalk path through 11 Tenderloin blocks which are both high-crime and highly trafficked by Tenderloin children and families. A "yellow brick road" sidewalk mural marks the Safe Passage route. After school trained and uniformed volunteers monitor high-risk corners to direct children and families from danger. The portion

of Jones and Ellis Streets covered by this case study overlap with part of the Sage Passage route.

For more information visit:
<http://tenderloinsafepassage.org>

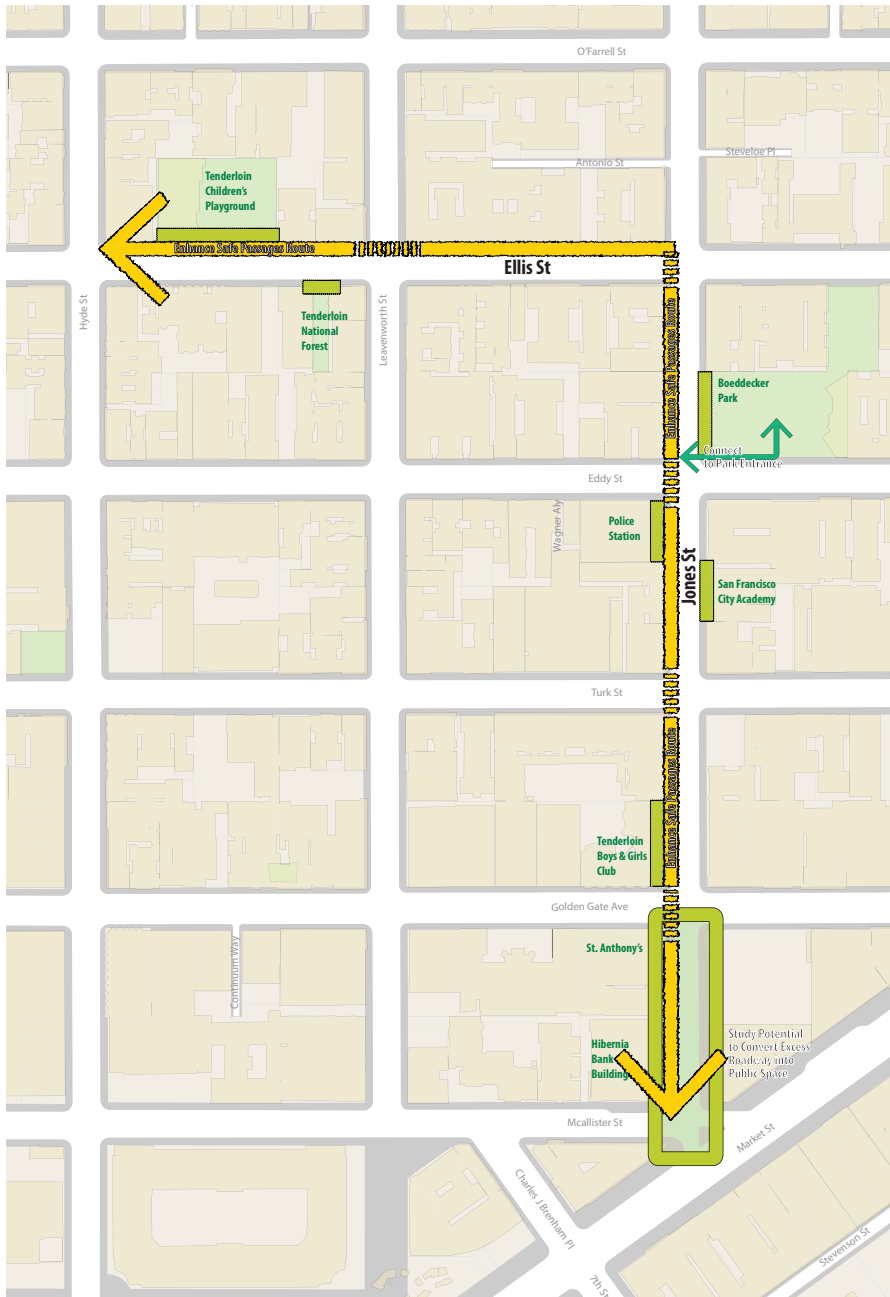
Jones Street Neighborhood Nexus. The Jones Street Neighborhood Nexus is an early conceptual plan developed by Perkins + Will to redesign the area where Jones Street intersects with McAllister Street and Market Street. The plan envisions the area redesigned as a flexible community gathering space. Early ideas include reclaiming excess roadway on Jones Street for additional sidewalk space, and activating the area with interactive art installations, landscaping, temporary uses such as food trucks.

Tenderloin Public Toilet Project. The North of Market-Tenderloin Community Benefit District, SF Clean City, and Hyphae Design Laboratory are

working on combining the Tenderloin's needs for public restroom facilities with the City's popular parklet program and plan to install a composting toilet near the neighborhood's Green Connections routes.

Tenderloin National Forest. Since 1989 the Luggage Store, a Tenderloin non-profit arts organization, has been working to transform Cohen Alley off of Ellis Street into a community open space. In 2009 the alley was official reclaimed as the "Tenderloin National Forest" and acts as an oasis of greenery and art in the middle of this dense urban neighborhood. The related "Urban Trailblazing" effort seeks to expand the forest-concept by creating walking routes, or "hikes", which link similar greening and arts initiatives throughout the Tenderloin.

For more information visit:
<http://www.luggagestoregallery.org/tnf/>



Design Concept Diagram. Yellow line illustrates "Safe Passages" route overlap with Green Connections route. Green bars and captions highlight potential locations for focused sidewalk greening based on adjacent community-oriented uses.

DESIGN CONCEPT

The early conceptual design recommends analyzing and vetting the following design changes to the street along the Green Connections network in the Tenderloin:

Short-Term Improvement Opportunities

- » Temporary interventions such as Play Streets, Sunday Streets, parklets, etc
- » Continuing to foster partnerships and coordination with non-profits and community groups on public realm improvement initiatives

Long-Term Improvement Opportunities

- » Continue implementation of the Tenderloin-Little Saigon Transportation Study's recommended streetscape improvements for Jones and Ellis Streets, such as:
 - Additional roadway and pedestrian lighting
 - Street trees in parking lane
 - Two-way traffic on Jones Street
 - Sidewalk widening
- » Prioritize Green Connections improvements on portions of route that overlap the Tenderloin "Safe Passages" route. Enhance "Safe Passages" sidewalk murals via permanent streetscape design features, including special paving, crosswalks, and way-finding.
- » Focus sidewalk 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.

- » Rather than standard sidewalk landscaping, 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.
- » Explore closure of Jones Street between Golden Gate Avenue and McAllister Street in order 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 redevelopment/renovation of adjacent structures, such as the Hibernia Bank Building.

Precedents:

Top Left and Right: Hardy vines growing on trellises or on building walls are a hardy greening element for urban environments (above)

Bottom Left: Trees planted in the parking lane save space in the sidewalk for pedestrian travel.

Bottom Right: Addison Avenue in Downtown Berkeley is one example of artistic paving used to demarcate a special pedestrian route in an urban area. A similar concept could be used for the "Safe Passage" route in the Tenderloin.



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 general support for the early concepts for Green Connections in the Tenderloin. Some key recommendations are summarized below:

- » 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 sidewalk amenities that can serve single-adults living in the neighborhood, such as chess tables.
- » As a interim improvement, use landscaping to create a green 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.

NEXT STEPS

The City should continue to collaborate with community groups to 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.



Photo: Sunday Streets in the Tenderloin (Sergio Ruiz)

7.6 WESTERN ADDITION CASE STUDY: EDDY STREET

THE NEIGHBORHOOD

The Western Addition is a mixed-use residential and commercial neighborhood that is also one of the city's most diverse, racially and socioeconomically. It is centrally located near the Civic Center, contains a number of notable commercial areas (such as the Fillmore District, Japantown, and part of Divisadero) and is accessible by many public transportation options.

In 2009, the second phase of Western Addition Redevelopment Area Plan expired, signaling the close of a transformative and controversial period in the neighborhood's history. Starting in the 1950s, large swaths of residences and businesses – including the thriving commercial corridor along Fillmore Street, heart of the city's burgeoning African-American community – were razed to make way for residential towers and the

expansion of Geary Boulevard into a cross-town expressway. The results were devastating, and in more recent years a rich network of community-based organizations, businesses, and residents have sprung up in the Western Addition to help rebuild the sense of neighborhood cohesion and identity lost during this period.

Accessibility to neighborhood amenities remains a challenge for many residents – compared to the city as a whole, the neighborhood has lower median incomes, fewer parks and open spaces, and higher proportions of youth and seniors. Safer pedestrian and bicycle connections are greatly needed to link parks, schools, commercial corridors, and other community institutions in the neighborhood, which is crisscrossed by a number of high-speed arterials.

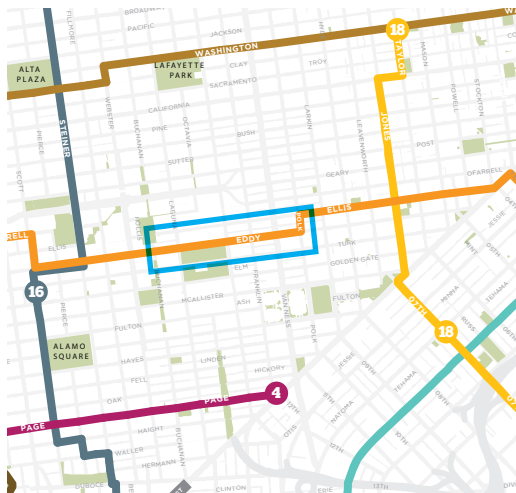


Photo: Western Addition Sunday Streets (Bryan Goebel, SF Streetsblog)

ROUTES DESCRIPTION

Connecting Neighborhoods. As part of the larger Green Connections network, Eddy Street is part of an east west route that traverses through the Western Addition neighborhood, connecting it to Ocean Beach and Golden Gate Park to the West, to Yerba Buena Gardens and SOMA on the East, and a number of neighborhood parks and recreation amenities along the way.

Connecting Community Assets. The portion of Green Connections analyzed in this case-study connects the following amenities in the Western Addition:

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

RELATED PLANS

Walk First: Improving Safety & Walking Conditions in San Francisco. The 2011 WalkFirst report identified Eddy Street as a "key walking street," part of a network of streets in close proximity to pedestrian destinations (such as schools, parks, and shopping districts) that should be prioritized to improve pedestrian safety and encourage walking as a form of transportation.

Transit Effectiveness Project. SFMTA's Transit Effectiveness Project (TEP) is an ongoing program that aims to improve transit service reliability and efficiency, reduce travel time, and improve customer experiences. Currently the program proposes improvements for the 31-Balboa line, which runs along the length of Eddy Street through the Western Addition.

Safe Routes to School. Rosa Parks Elementary School and Sacred Heart Cathedral Preparatory School, both located one block away from the Eddy Street route, participate in San Francisco's Safe Routes to School Program. The initiative is spearheaded by the San Francisco Department of Public Health and a coalition of city agency and community partners, and aims to make it easier and safer for youth to travel to school by walking and biking.

Recreation & Open Space Element (ROSE). The 2013 draft of the San Francisco General Plan's Recreation and Open Space Element (ROSE) identifies the Western Addition as a high-need area for open space renovation and acquisition.

EXISTING CONDITIONS

Eddy Street has a residential feel for much of the stretch between Buchanan and Van Ness, where it passes through blocks of walk-up townhouses, apartment buildings, and community facilities. As it nears Polk Street, the street has a more commercial character, with retail businesses mixed with larger apartment buildings. 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, street crossings feel unsafe for pedestrians and bicyclists – for instance, Gough and Franklin Streets are hilly, one-way arterials where drivers speed through intersections, and Van Ness has six travel lanes and frequent bus and truck traffic. The 31-Balboa MUNI line travels down Eddy Street in both directions, at 10-15 minute intervals throughout the day.

The most dramatic break along the corridor is where Eddy Street passes Jefferson Square Park – here the southern side of the street falls away sharply into the terraced park, which features stunning views of Bernal Hill and the city's southern neighborhoods. These parks and the nearby Buchanan Mall (which intersects Eddy at Buchanan Street) are tremendous neighborhood assets, albeit underutilized. Two neighborhood schools, the Buchanan YMCA, and several churches and community organizations are located on or near this stretch of Eddy Street.



Eddy Street at Jefferson Square Park



Townhouses at Eddy Street and Webster Street



Eddy Street at Polk Street

Pedestrian environmental quality index (PEQI).

The analysis evaluated Eddy Street between Scott and Franklin Streets. The majority of street segments and intersections were rated as “reasonable,” with several designated as “basic.” The worse-rated street segments were on the western end of the street (between Scott and Buchanan). The more poorly rated intersections were scattered along the street, particularly where Eddy intersects with faster moving arterials such as Fillmore, Gough, Franklin, and Van Ness.

DESIGN CONCEPT

The design for Eddy Street is meant to improve pedestrian and bicyclist safety, enhance street greening and landscaping, improve transit accessibility and efficiency, and connect residents to parks and other key neighborhood amenities. Specifically, the conceptual design recommends the following potential design changes:

» **Intersection improvements at Eddy & Buchanan:** the City heard from residents that this intersection, which is near an elementary school, is one where motorists speed or ignore the stop signs, endangering pedestrians. The design proposes a traffic circle and bus stop bulb-outs, which encourage drivers to slow down, reduce the distance pedestrians have to walk to cross the street, and make bus loading and unloading easier and safer.



Western Addition, Pedestrian Environmental Quality Index (PEQI), SFDPH

» **Play Street on Buchanan at Eddy:** A Play Streets event was held here in July 2013, temporarily closing the street on a Saturday to host play and recreation programs. In the design, this block is permanent play street, specifically designed to calm traffic and encourage people to gather and play. The design could include painting or repaving the street, speed tables (like wide speed bumps at the intersection), signage, and other elements that indicate to residents and motorists that this is a play area.

» **Bus stops consolidation at Eddy & Laguna:** Currently there are bus stops just one block apart, on Eddy at Buchanan and Laguna. The design proposes to consolidate the stops to just the Eddy and Buchanan intersection, which will be improved with bus stop bulb-outs. This will streamline transit operations, and is consistent with the SFMTA Transit Effectiveness Project (TEP). Eddy and Laguna will be outfitted with other improvements, such as stormwater bulb-outs.



EDDY AT BUCHANAN

New traffic circle and bus stop bulbs-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 bulbs-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

- » **Mid-block crossing at Jefferson Park:** The block between Laguna and Gough is twice the length of surrounding blocks. This results in frequent jaywalking, particularly at the mid-block plaza which forms the park's main entrance and gathering space. Residents noted that motorists often speed on this stretch of road, and that visibility at the middle of the block (where the sloping street comes to a crest) is limited. The design includes a mid-block crossing with bulb-outs, encouraging drivers to slow down, removing a few parking spaces to improve visibility and safety, and adding landscaping. Removing parking directly in front of the park's main plaza also creates a more prominent and gracious gateway to this neighborhood amenity.
- » **Sidewalk greening at Jefferson Park:** Currently the sidewalk on the northern edge of Jefferson Park is completely paved, and is wide enough to accommodate greening and other sidewalk improvements. The conceptual design proposes sidewalk landscaping to beautify the street and park edge.
- » **Stormwater bulb-outs:** At various points along the corridor, the design proposes bulb-outs that provide space for greening and stormwater management, in addition to traffic calming. The majority of the bulb-outs are proposed in locations where the driveway curb cuts are closely spaced, so that few parking spaces would be removed.

COMMUNITY INPUT

On July 29, 2013, the Planning Department and Walk San Francisco hosted a Green Connections Introduction and Walk at the Buchanan YMCA. The event included an introduction to Green Connections, discussion of project goals and the design toolkit, and a walk along the proposed route on Eddy Street. The event was attended by District 5 Supervisor London Breed, and she and other participants expressed support for improving Eddy Street to increase neighborhood safety and encourage walking and biking connections within the Western Addition and to other neighborhoods. Some key recommendations were:

- » 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.

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. Coordination opportunities (such as periodic repaving or other upgrades) can be an opportunity to leverage public funds to achieve these broader design goals.

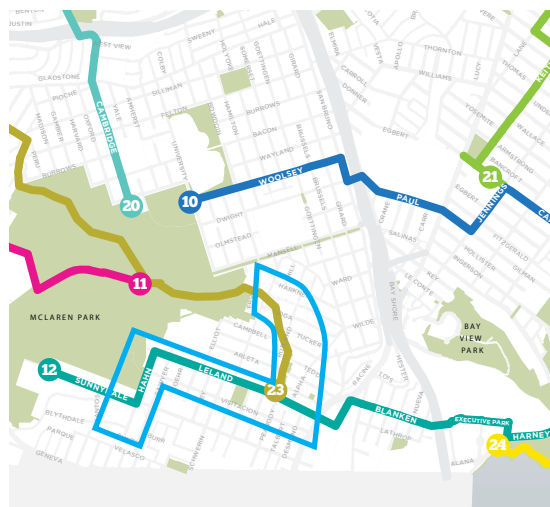


Photo: Visitation Valley Greenway (Google)

7.7 VISITACION VALLEY CASE STUDY: LELAND AVENUE, HAHN STREET & VIS VALLEY GREENWAY

THE NEIGHBORHOOD

Visitation Valley, tucked away in the southeastern section of San Francisco, features retail corridors along Leland Ave and Bayshore Blvd. It is home to recent immigrants and long-time San Francisco families alike. Local landmarks include the Visitation Valley Greenway, John McLaren Park, Candlestick Park, and the Cow Palace. With easy access to the T-Third Light Rail Line and Caltrain's Bayshore Station, residents and visitors have many choices for traveling within San Francisco and throughout the region. Over 13,060 people live within a one-quarter mile radius of the Leland Avenue commercial corridor. Despite a higher proportion of children in Visitation Valley, median age for its population is older than San Francisco's. Two-thirds of its population is Asian, almost twice that of the City overall.



ROUTES DESCRIPTION

Connecting Neighborhoods. Two Green Connections routes converge in Visitation Valley. Route 12 runs east-west along the southern edge of the City, connecting Lake Merced, with the Candle Stick Point Recreation Area. The design proposal for this route runs along a residential portion of Leland Ave and a two-block stretch of Hahn Street. It will connect the Leland Ave Commercial District with John McLaren Park and the Sunnydale housing redevelopment.

The Crosstown Trail runs from along a NW/SE axis roughly following high-points along ridgelines connecting major open spaces and natural areas like The Presidio, Golden Gate Park Mt. Sutro and John McLaren Park. This route runs through Visitation Valley via the Visitation Valley Greenway and terminates at the Leland Ave Commercial District.

Connecting Community Assets. The portion of Green Connections analyzed in this case-study connects the following amenities in the Western Addition:

- » John McLaren Park
- » Visitation Valley Greenway
- » Visitation Valley Playground
- » Visitation Valley Library
- » Coffman Pool
- » Visitation Valley Elementary School
- » Leland Ave Commercial District
- » St James Presbyterian Church
- » Real Options for City Kids
- » Future redevelopment areas like the Schlage Lock Site and the Sunnydale Housing Redevelopment Area.

RELATED PLANS

Visitation Valley/Schlage Lock Plan.

This is a planning process currently underway seeking to redevelop the decommissioned Schlage Lock factory into a mixed-use residential neighborhood. The proposed Green Connection on Leland Avenue will continue through the Schlage Lock site.

Sunnydale Housing Redevelopment.

San Francisco's largest public housing site, Sunnydale-Velasco ("Sunnydale"), sits in the Visitation Valley neighborhood, at the foot of McLaren Park. The 50-acre, 785-unit site is home to more than 1,700 ethnically diverse people. Mercy Housing California and Related California organized a community planning process to develop the master plan for the new mixed income development at the Sunnydale site.

EXISTING CONDITIONS

The **Visitacion Valley Greenway** is series of open spaces built on a former PUC utility easement that cascades down the Hill from Tioga Avenue in the North to the Leland Avenue Commercial District. The Greenway is largely complete, but there are opportunities to improve wayfinding along Tucker and Teddy Avenues where the Greenway overlaps with city sidewalks where it is unclear to pedestrians that the Greenway path continues. The Greenway also includes several midblock crossings which are currently unmarked, reducing pedestrian visibility and safety.

Leland Avenue in Visitacion Valley has a 60-foot wide public right-of-way with 12-foot sidewalks on each side of the street leaving 36 feet between curbs. The Leland Avenue Streetscape Improvement Project, completed in 2010, introduced extensive pedestrian safety and greening upgrades on the commercial corridor (between Bayshore Boulevard and Cora Street), including improved crosswalks, seating and public art, stormwater bulb-outs, and additional street trees and landscaping.

Within the study area, the two-block stretch of **Hahn Street** under study has a 65' foot wide public right-of-way. Sidewalk widths vary within the corridor but are generally constrained. While both streets house neighborhood serving land uses they are predominantly fronted with single family houses. Many of the houses in the area were built mid-century and feature large garages with wide driveway curb-cuts. These driveways significantly reduce the area available for greening and landscaping.



Leland Avenue



Hahn Street

Pedestrian Environmental Quality index (PEQI). Leland Avenue and Hahn Street were both evaluated as a part of the study. The PEQI analysis ranked the majority of both streets as "basic" with one block ranked as "reasonable." The analysis showed Visitacion Valley's streets to be more pedestrian friendly than its intersections. Overall, intersections along Leland Avenue and Visitacion Avenue were of higher pedestrian quality than those surveyed on Sunnydale Avenue and Schwerin Street.



Visitacion Valley, Pedestrian Environmental Quality Index (PEQI), SFDPH

DESIGN CONCEPT

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.

Leland Ave: The concept design extends the street improvements beyond the commercial portion of Leland Avenue, proposing additional corner bulb-outs between McLaren Park and Cora Street programed with stormwater and/or habitat gardens. Bulb-out locations were chosen to reduce conflicts with existing driveways along the street. Where driveways opposite some proposed bulb-outs preclude on-street parking, the concept 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. The design also includes speed bumps and raised crosswalks at key locations to further slow traffic, and encourages planting of infill street trees and encouraging local property owners to de-pave front yards where possible. Other features of the Leland Avenue concept design include:

- » A Festival Street between Cora and Delta Streets. 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 "rococo" bulb-outs re-purpose underutilized space in the T-intersections. These features are designed act as a chicane, slowing traffic while accommodating emergency vehicle movements.

- » 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.

Hahn Street: The design on this two-block stretch of Hahn street between Leland and Sunnysdale Avenues accommodates the 8X bus line which overlaps with the Green Connection from Visitation Ave to Sunnysdale 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 Sunnysdale Housing redevelopment.

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

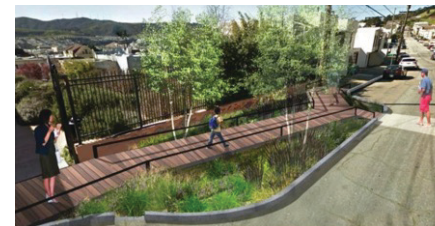
The San Francisco Public Utilities Commission will install improvements to the community garden as an early implementation project for their Sewer System Improvement Plan. Additional funding from development impact fees for future improvements along Leland Avenue is anticipated by 2018, and the City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



A Play Street on the cul-de-sac West of Hahn Street.



Mid-block crossing with simple bulb-outs.



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

VIS VALLEY GREENWAY

VIS VALLEY GREENWAY

VIS VALLEY GREENWAY

COMMERCIAL DR

VISITACION VALLEY LIBRARY

VISITACION VALLEY ELEMENTARY SCHOOL

VISITACION VALLEY PLAYGROUND



Conceptual rendering of Hahn Street with bike lane, trees and off-street pathway adjacent to pool.

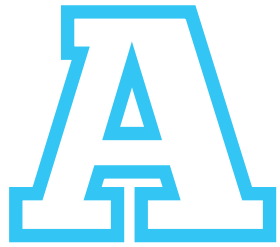


Traffic Calming along Leland Avenue.



A Festival Street between Cora and Delta Streets.





Appendices
