Several transportation and land use projects are positioning the Showplace/SoMa area for long-term change.

**STUDY PURPOSE**

This Study will identify strategies to coordinate these efforts while analyzing opportunities to create:

- A cohesive urban design
- Additional market-rate and affordable housing
- Additional capacity for a variety of PDR jobs
- A seamless network of open spaces & walkable streets

**THE STUDY WILL PRODUCE**

- A guiding policy report
- Potential programs and Planning Code updates to implement the policies
- A feasibility analysis of public benefits
### Major Projects & Plans

**Transportation**

**PLANNED CAPITAL IMPROVEMENTS**
- Central Subway
- 16th Street Improvements
- 7th Street Improvements
- Brannan Street Improvements

**UNDER STUDY**
- Caltrain Business Plan
- Caltrain Service, Storage, Development Analysis
- High-Speed Rail Environmental Study
- Downtown Extension (DTX)
- Pennsylvania Avenue Extension Study (PAX)

**Land Use**

**APPROVED**
- Central SoMa & Key Development Sites
- Showplace Square/Potrero Hill Area Plan
- Mission Bay Redevelopment Plan

**UNDER STUDY**
- Recology Site
- Mission Bay Amendments (e.g. 1450 Owens)
- Railyards Land Use Inputs
- Army Corps/Port Flood Study (SF waterfront)
### Challenges

- Three different street grids converge
- Major Infrastructure Barriers
- Limited direct connections to surrounding neighborhoods.
- Lack of connections to parks, waterfront and open space network

### Opportunities for Analysis

- How can we design for better connections to
  - the north & south, including a future bike connection along 5th street?
  - the east & west, to surrounding areas?
  - existing and future open spaces?
Changes to urban form must balance and consider:

- Railyards site
- Seamlessness between area plans
- Topography and San Francisco’s urban form
- Access to sunlight
- Preserving Historic Character

How can height and bulk districts be designed to transition gracefully from existing to new neighborhoods?

How can building form emphasize the importance of 4th and King station, while enhancing public view corridors?

What policies can incentivize preservation and PDR, while allowing for additional housing?
### Challenges

- Limited supply, increasing demand
- Affordability for PDR businesses
- Ensuring new PDR construction meets needs of PDR businesses
- PDR zoning framework has evolved since Eastern Neighborhoods (e.g. office cross-subsidy)

### Opportunities for Analysis

- As the neighborhood grows and mixes different uses, how can we ensure PDR spaces are viable and affordable?
- What else can be leveraged to build affordable PDR space?
- How can planning code support PDR businesses and needs in Showplace/Soma (e.g. prototyping, advanced manufacturing, repair)?

---

**Production, Distribution & Repair**

- SALI 90 acres
- PDR in Mission/Showplace - 140 acres
- Industrial Port Land 406 acres
- Central Waterfront/Bayview - 638 acres
Challenges

• Lack of open space
• Connectivity between Showplace/Soma and Mission Bay open space
• Barriers to western edge of Mission Creek

Opportunities for Analysis

• Where are opportunities for passive open spaces, recreational sports and playgrounds?
• How can the public realm support neighborhood heritage?
• What are the open space needs of established cultural activities?
• How can we better link to open spaces and create a cohesive public realm network?
ENSURING THAT ADDITIONAL GROWTH CREATES ADDITIONAL PUBLIC BENEFIT

- Affordable Housing
- Childcare & Community Facilities
- Open Space
- Complete Streets
- Transportation
Planning for the Railyards must serve the region’s transportation needs first.

Only after studies identify future transportation needs at the 4th/King Railyards can we study land use and development potential on the site.
### STUDY TIMELINE

<table>
<thead>
<tr>
<th>Date</th>
<th>Milestone</th>
</tr>
</thead>
<tbody>
<tr>
<td>SEPT/OCT 2019</td>
<td>Stakeholder Outreach / Context Setting</td>
</tr>
<tr>
<td>NOV 2019</td>
<td>Workshop 1: Urban Form, Land Use</td>
</tr>
<tr>
<td>FEB 2020</td>
<td>Workshop 2: Public Realm, Transportation Updates</td>
</tr>
<tr>
<td>APRIL 2020</td>
<td>Workshop 3: Public benefits, Refined Land Use &amp; Design</td>
</tr>
<tr>
<td>2020 - 2022</td>
<td>Environmental Review Process TBD</td>
</tr>
</tbody>
</table>

**THANK YOU!**

**JEREMY SHAW**

415.575.9135

jeremy.shaw@sfgov.org
Several analyses and studies must determine the needs of rail transit before exploring land use considerations on the railyards property.

<table>
<thead>
<tr>
<th>PROJECT / TASK</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023+</th>
</tr>
</thead>
<tbody>
<tr>
<td>Caltrain Business Plan</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Caltrain Service, Storage &amp; Development Analysis</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Caltrain Rail Storage and Maintenance Plans</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>22nd Street Station Location Study</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PAX Preliminary Environmental Scoping</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Downtown Rail Extension (DTX) to Bid</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Showplace/Soma Coordination Planning</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Railyard Site Planning and Proposal</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Generalized Categories of Work**

- Conceptual Planning
- Analysis & Alternatives Refinement
- Detailed Planning
## Zoning and Land Use

### Challenges
- Diverse neighborhoods and land uses
- West of 6th Street has not been analyzed.
- Land use and public realm planning must be considered alongside future transportation options
- Maintaining PDR viability

### Opportunities for Analysis
- How can we design a coherent junction of neighborhoods?
- How can we plan for future land use scenarios if the railyards change?
- Where can we identify opportunities for housing? For PDR?
Challenges

- The study area is not well connected to Mission Bay.
- Mode conflicts occur on some routes.
- Not all major connector streets within the study area have dedicated bicycle facilities.
- Gaps within the bicycle network make it difficult to ride in the area.

Opportunities for Analysis

- How can we design for better north/south connections, including a future bike connection along 5th street?
- Where should bike travel be prioritized with protected bikeways and other street designs?