

THE HUB OTIS STREET

EXISTING CONDITIONS & PROPOSED IMPROVEMENTS

Goal: Improve circulation and access from the Mission to Market Street

Recommendations:

- Redesign Otis Street to allow vehicles to travel north between Duboce and Gough Street
- Create a new public space at the intersection of Gough Street and Otis Street
- Reallocate additional right of way to slow traffic, enhance transit, and improve bicycle safety on Otis Street between South Van Ness Avenue and Gough Street

POLICY 7.2.3

Redesign Gough Street between Otis and Market Streets with widened sidewalks and a community gathering space or garden at the northeastern side of the Gough, Otis and McCoppin Streets intersection.

Presently a wide street with no compelling attractions except for traffic, the wide right-of-way has space for three southbound moving lanes, a tree-lined median, and a northbound lane, with parking to provide a pedestrian realm that borders the small scaled “Brady Block” to the east.



Otis Street & Gough Street, looking east

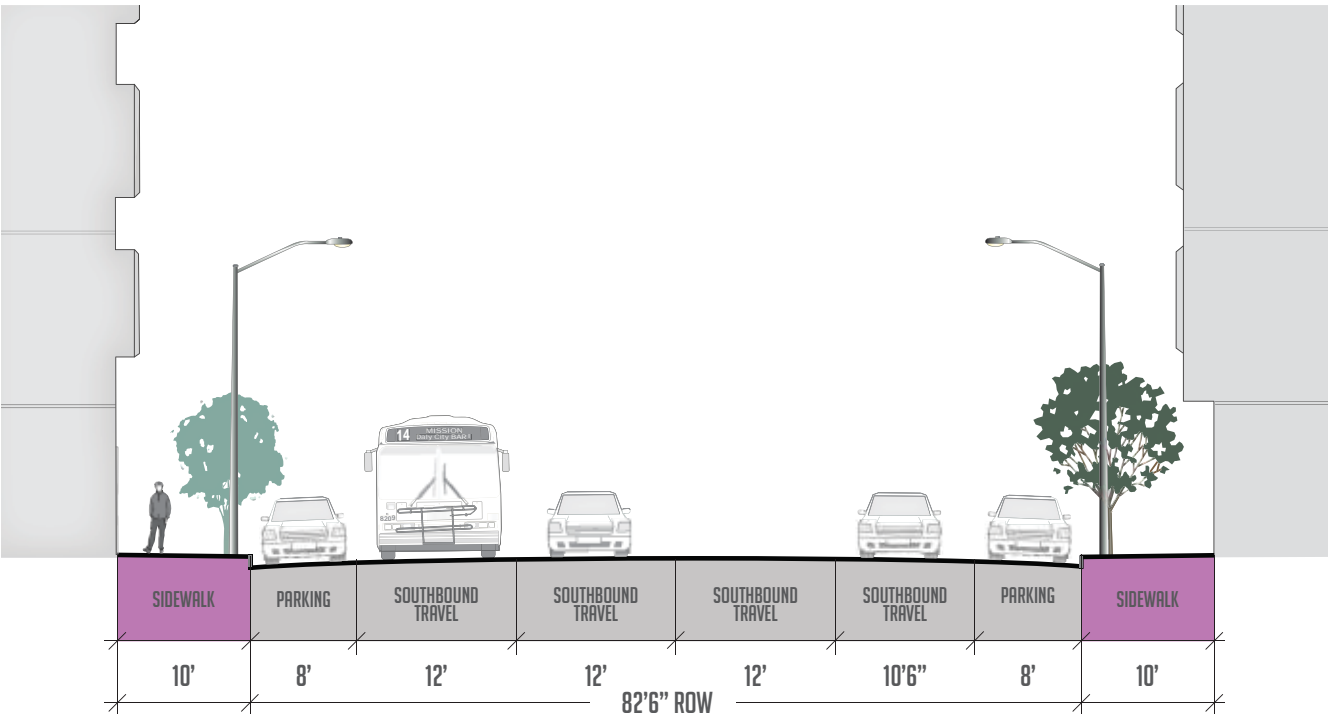


Otis Street & Gough Street, looking south

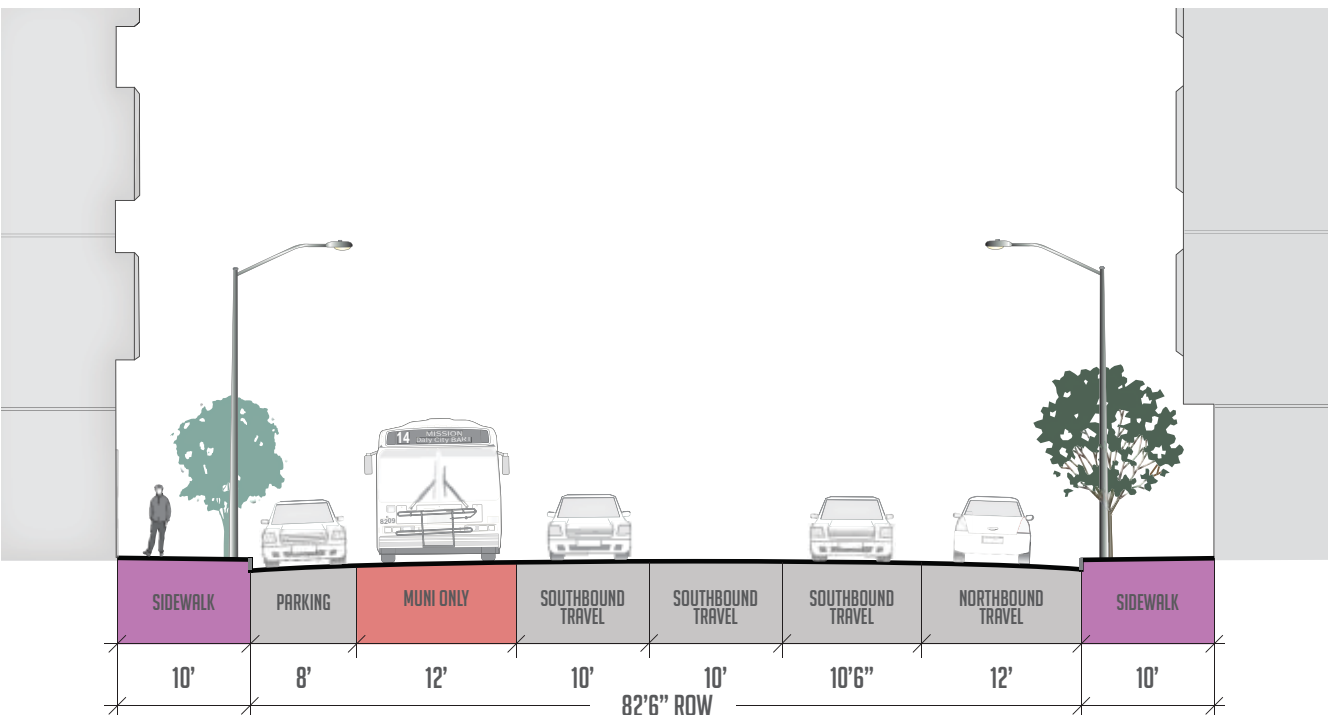


Otis Street & Gough Street, looking north

SECTION



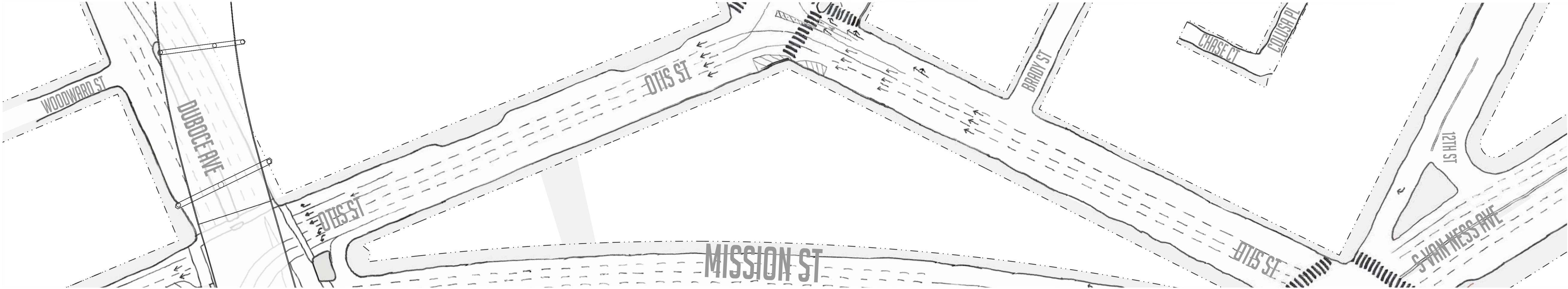
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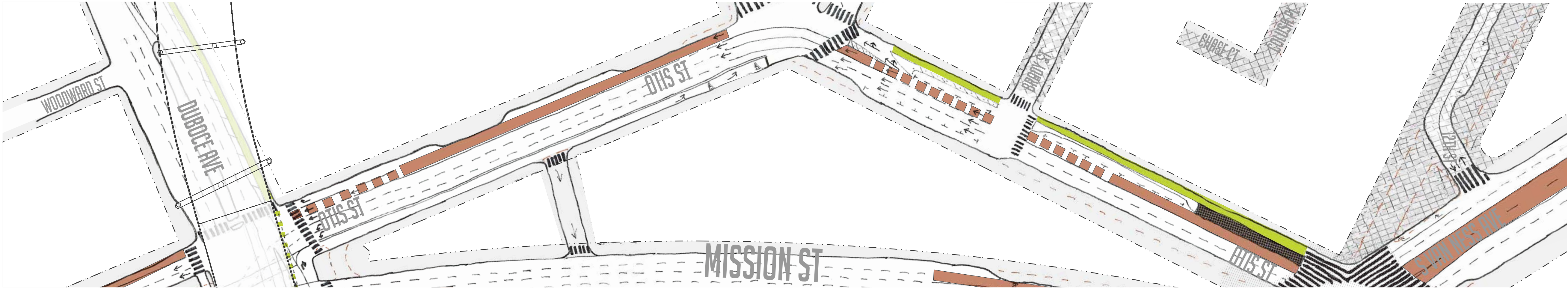
Proposed

PLAN VIEW

Existing



Proposed



FOR MORE INFO, VISIT:
[SF-PLANNING.ORG/HUB](https://sf-planning.org/hub)

THE HUB OAK STREET

EXISTING CONDITIONS & PROPOSED IMPROVEMENTS

Goal: Create a high quality civic street and pedestrian plaza

Recommendations:

- Create an iconic, vibrant and active-use pedestrian plaza at the Van Ness MUNI station
- Add pedestrian lights and other streetscape amenities to enhance the pedestrian experience
- Accommodate on-street commercial loading and passenger drop off
- Accommodate fire trucks traveling from the Fire Station to Van Ness Avenue

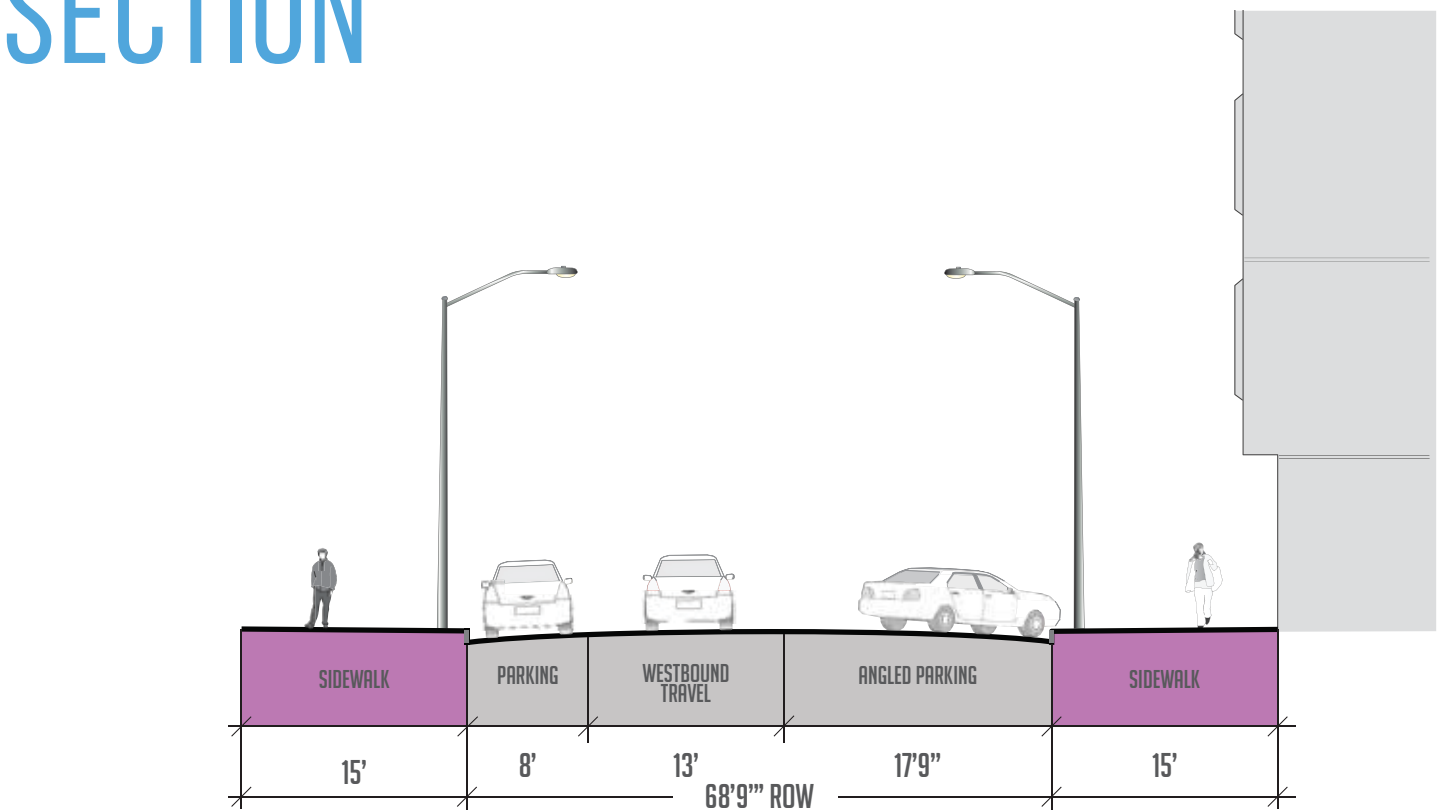


Oak Street looking east

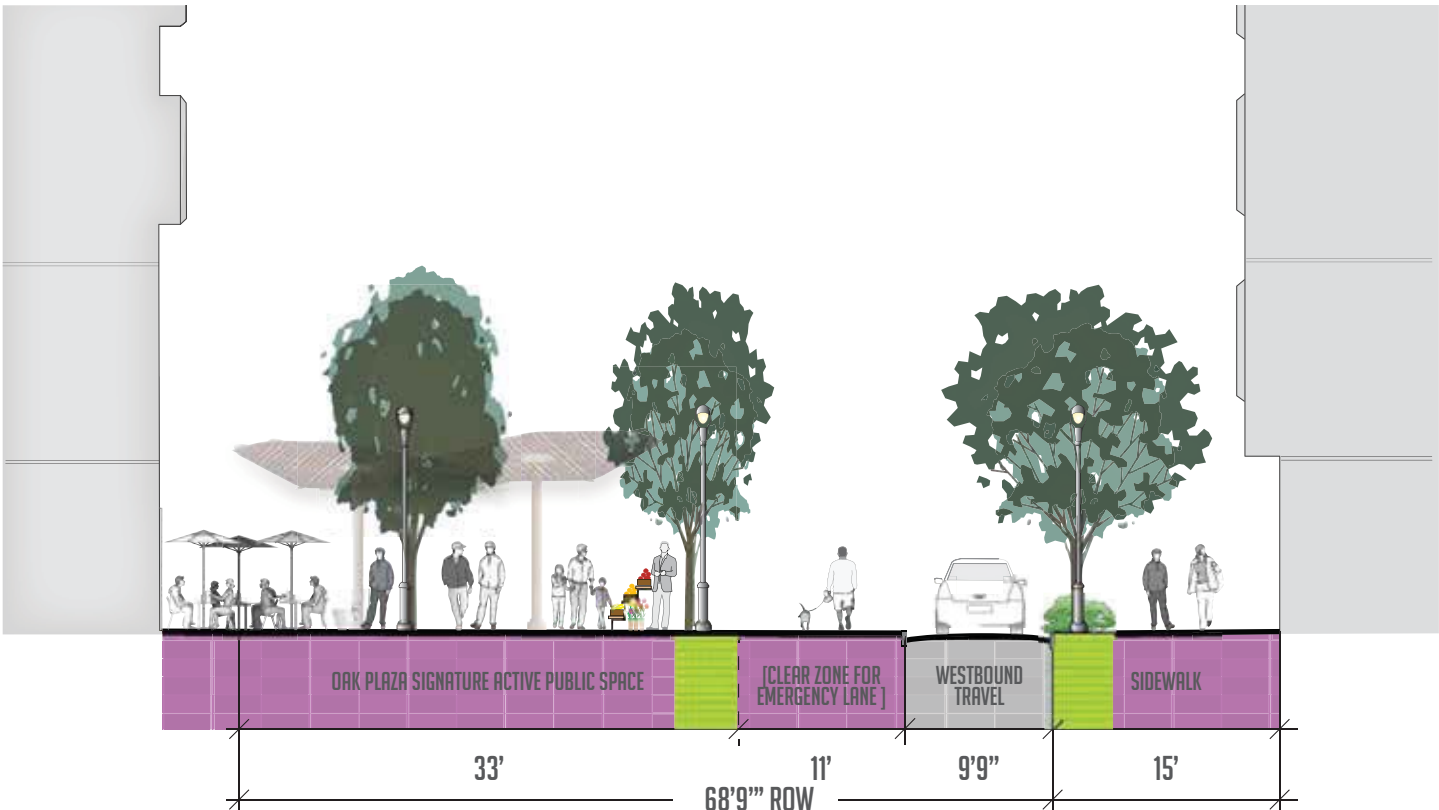


Oak Street looking west

SECTION



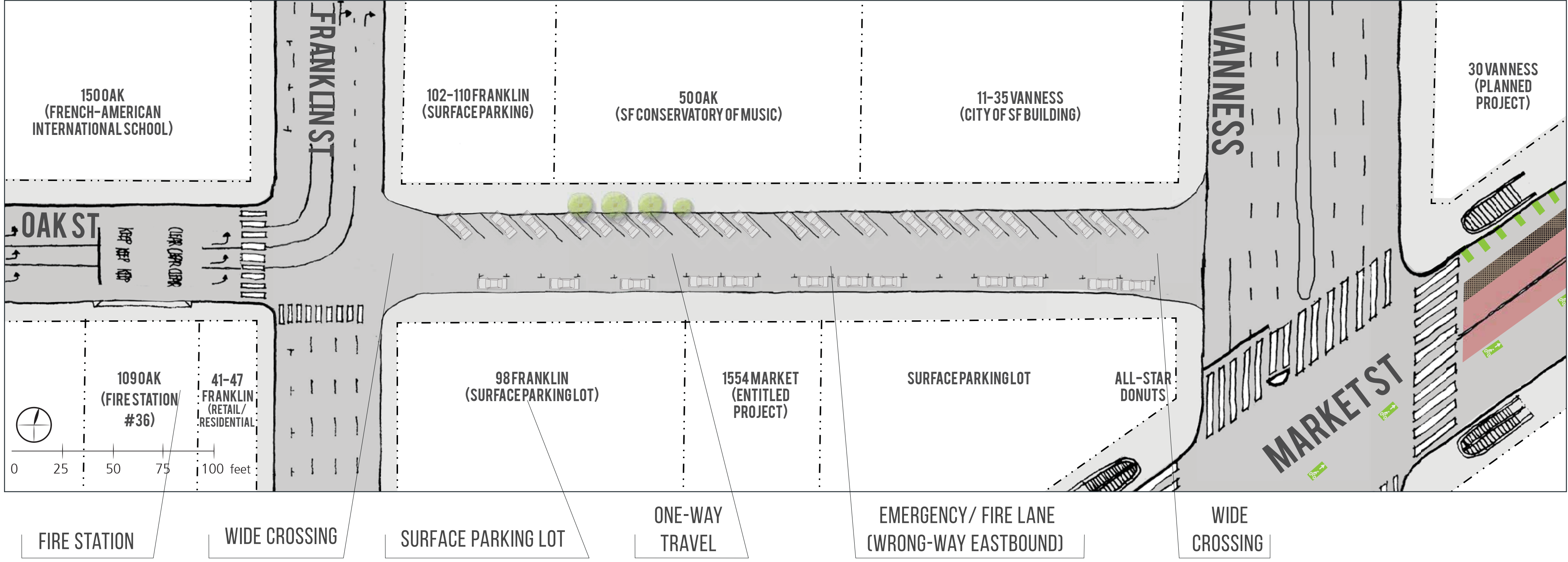
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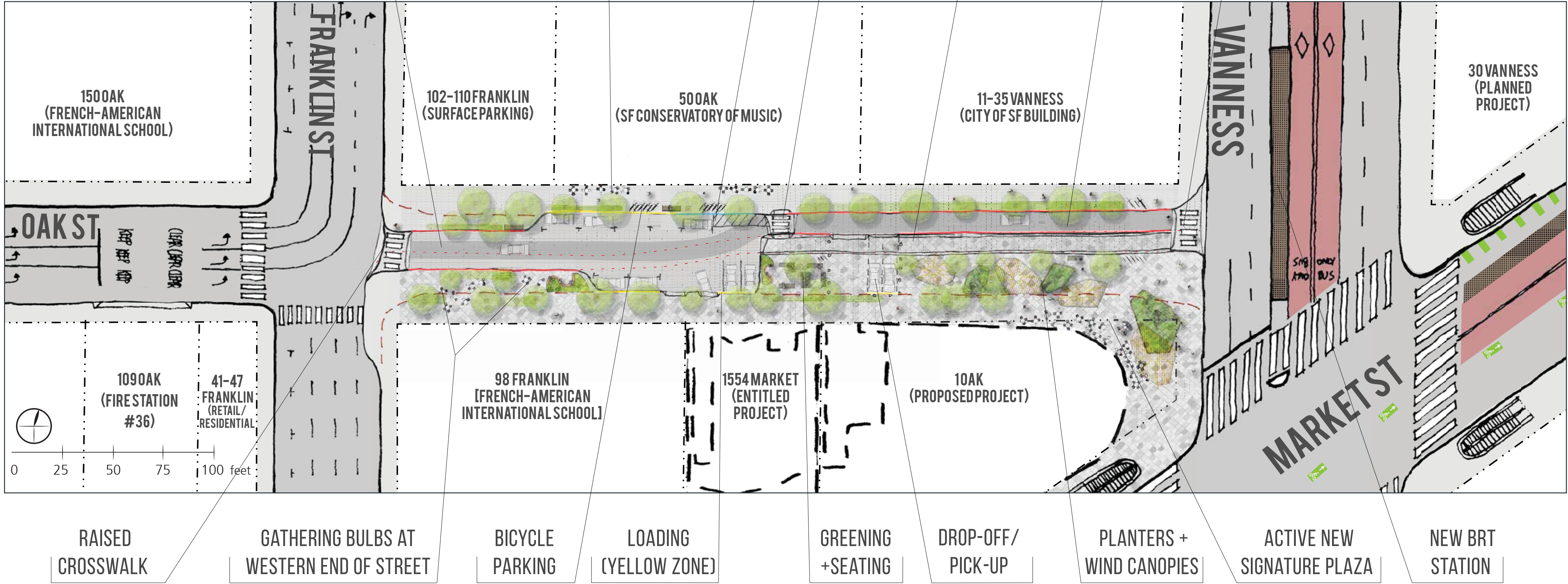
Proposed

PLAN VIEW

Existing



Proposed



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THE HUB VALENCIA STREET

EXISTING CONDITIONS & PROPOSED IMPROVEMENTS

Goal: Enhance the street with a protected bicycle facility and pedestrian improvements from the Mission to Market Street

Recommendations:

- Add a parking-protected bike lane between 15th Street & Market Street
- Add corner bulb-outs for pedestrian safety and enhanced public space
- Widen sidewalk east side of Valencia between Market Street and McCoppin to augment new public space at the Valencia “Hub”
- Narrow and simplify intersection of Valencia & Market for safety and flow

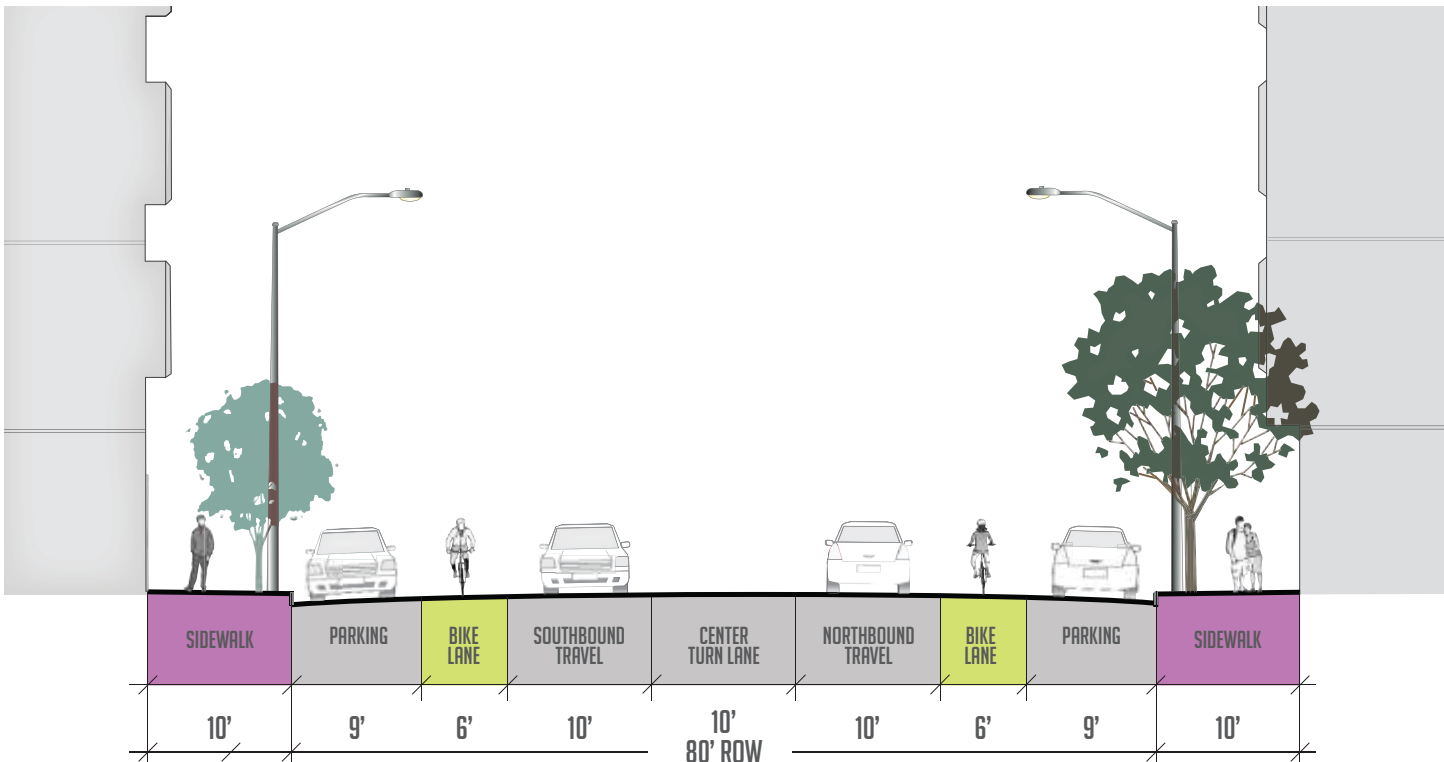


Valencia and Duboce looking south

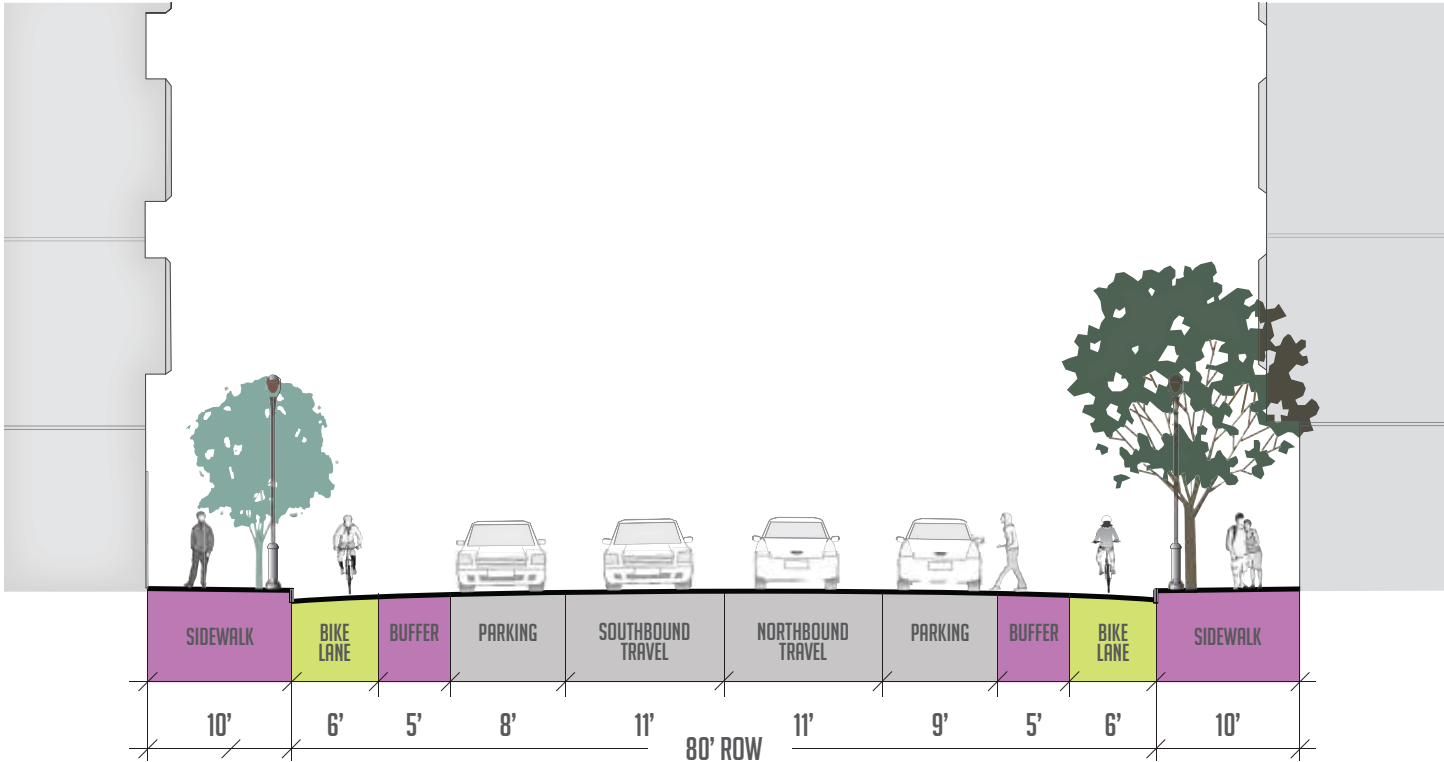


Market & Valencia Intersection

SECTION

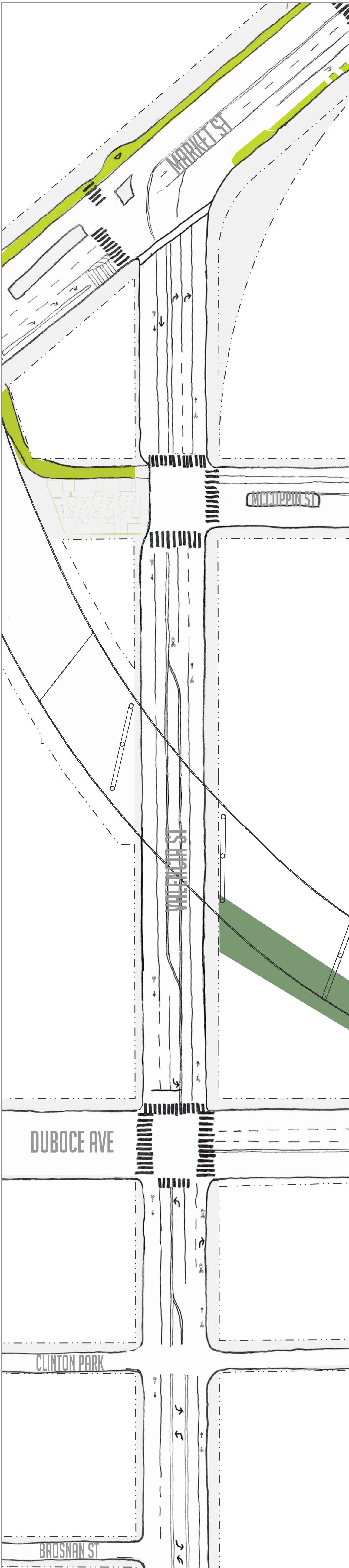


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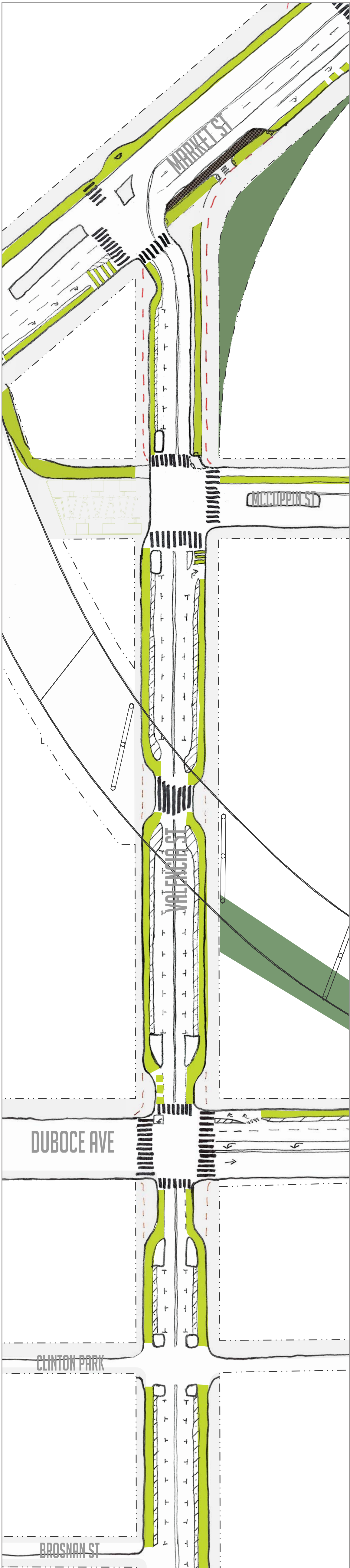


Proposed

PLAN VIEW



Existing



Proposed



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THE HUB 11TH STREET

EXISTING CONDITIONS & PROPOSED IMPROVEMENTS

- Goal:**
- Create a safer street for people walking and riding bikes between Market Street and Western Soma
 - Enhance transit flow
- Recommendations:**
- Add a parking protected bike lane between Market Street & Bryant Street
 - Widen sidewalks on the west side of 11th between Market Street and Mission Street
 - Add right turn pockets at select intersections
 - Narrow intersections

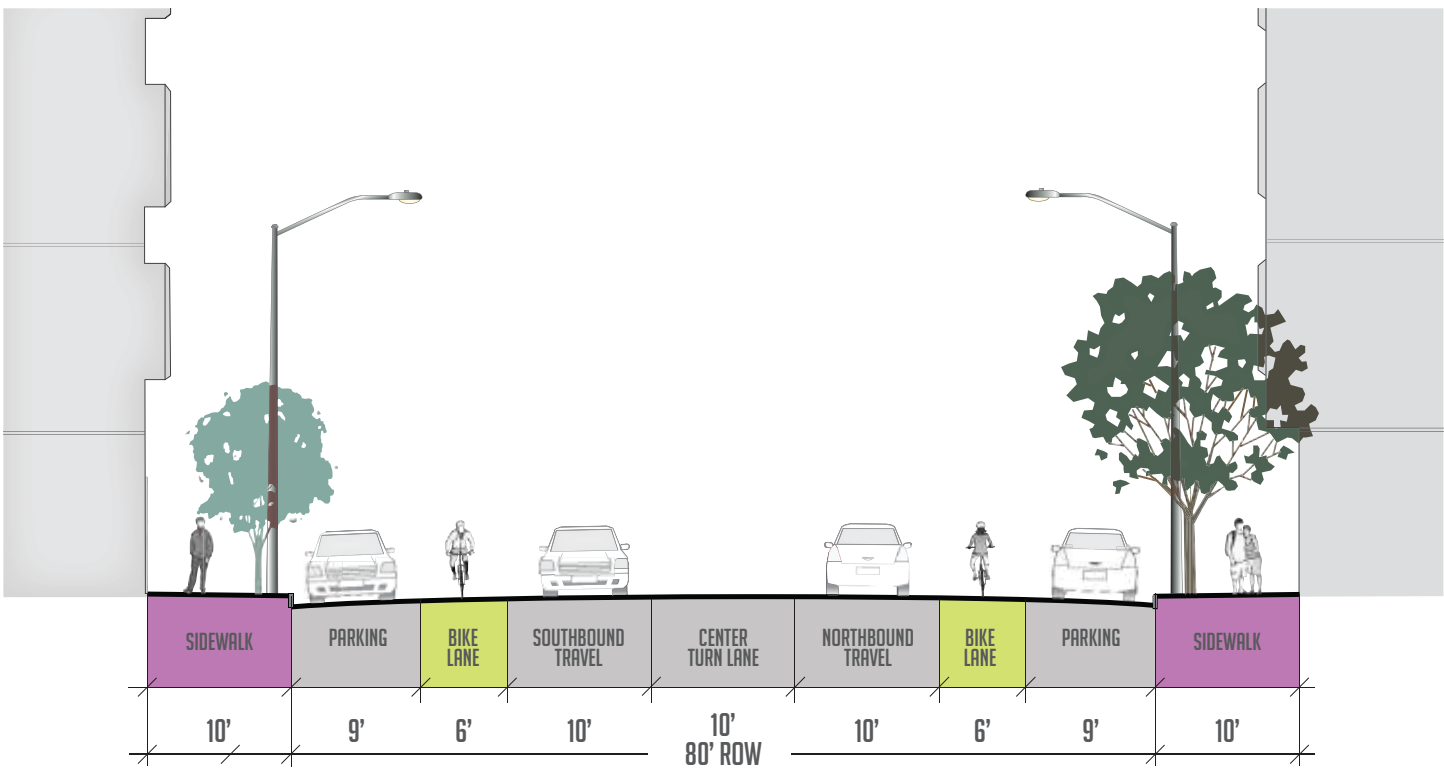


Market & 11th Street, looking east

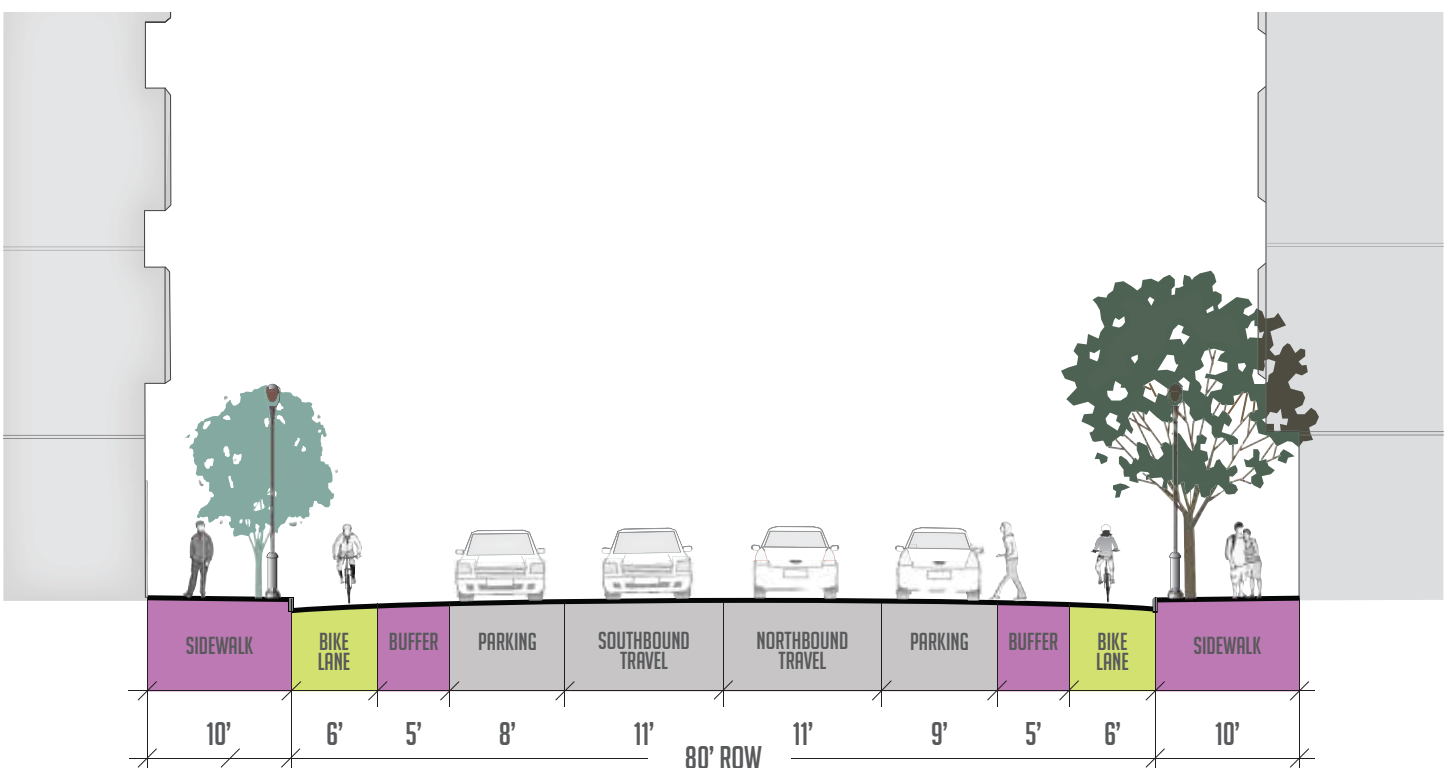


11th Street, looking south

SECTION

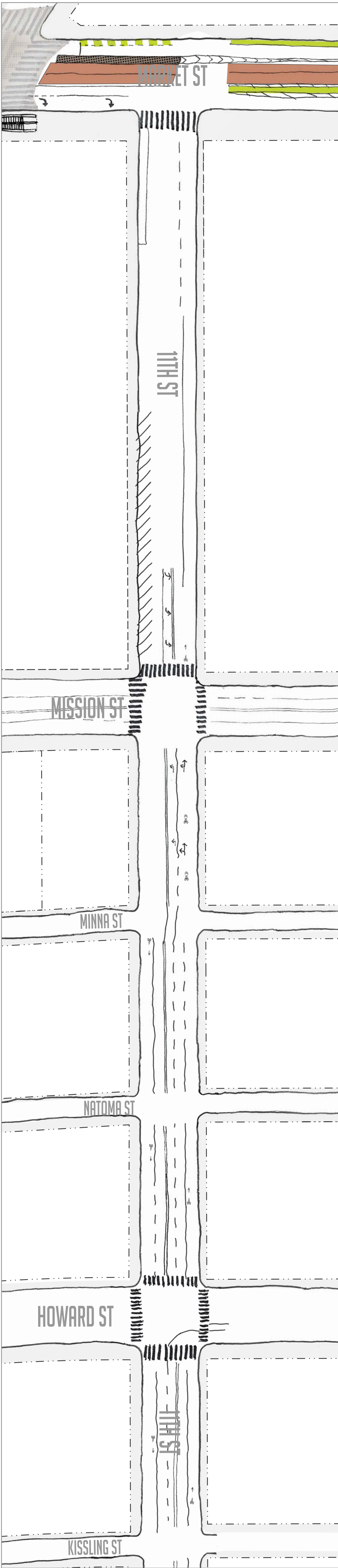


Existing

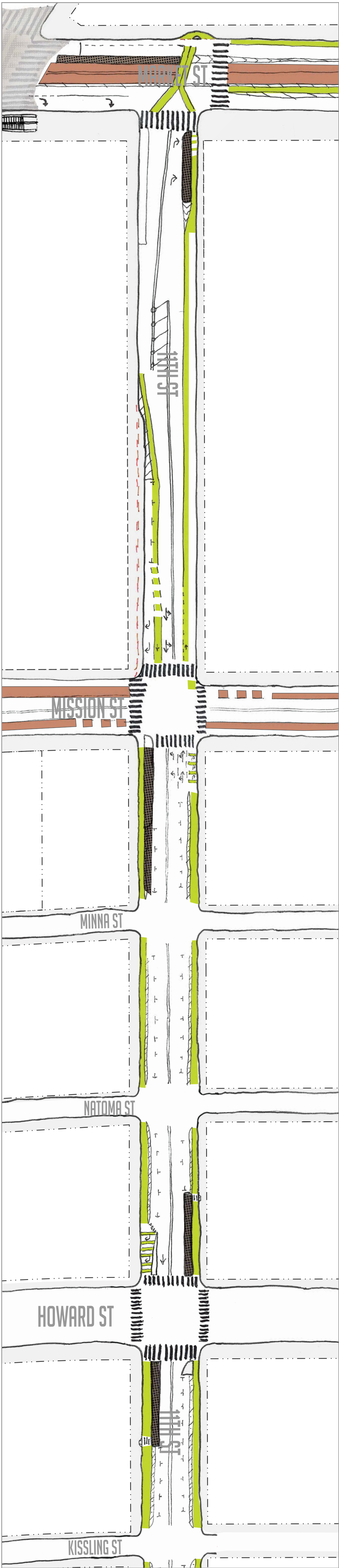


Proposed

PLAN VIEW



Existing



Proposed



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THE HUB 12TH STREET

EXISTING CONDITIONS & PROPOSED IMPROVEMENTS

- 12th Street**
- Goal:** Create a calm, green and shared street
- Recommendations:**
- Widen sidewalks and create new linear public green spaces with sidewalk gardens and street trees
 - Create a safe, urban residential street with active ground floor uses
 - Add pedestrian lights and other streetscape amenities to enhance the pedestrian experience
 - Maintain one lane of traffic in each direction
 - Require cars traveling north on 12th street to make a right turn onto east bound Market Street, to simplify and improve safety at Market Street intersection
 - Accommodate on-street loading for commercial deliveries and passenger drop-off



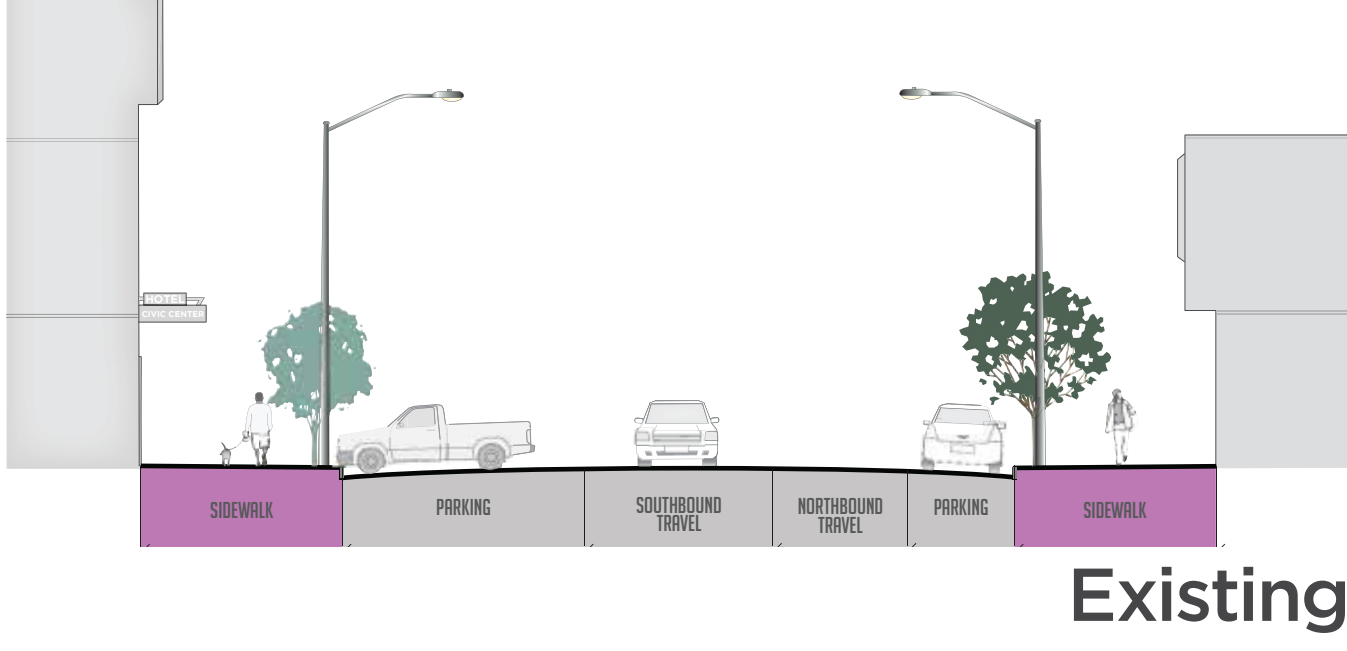
POLICY 7.2.5

Make pedestrian improvements within the block bounded by Market, Twelfth, Otis, and Gough Streets and redesign Twelfth Street between Market and Mission Streets, creating a new park and street spaces for public use, and new housing opportunities.

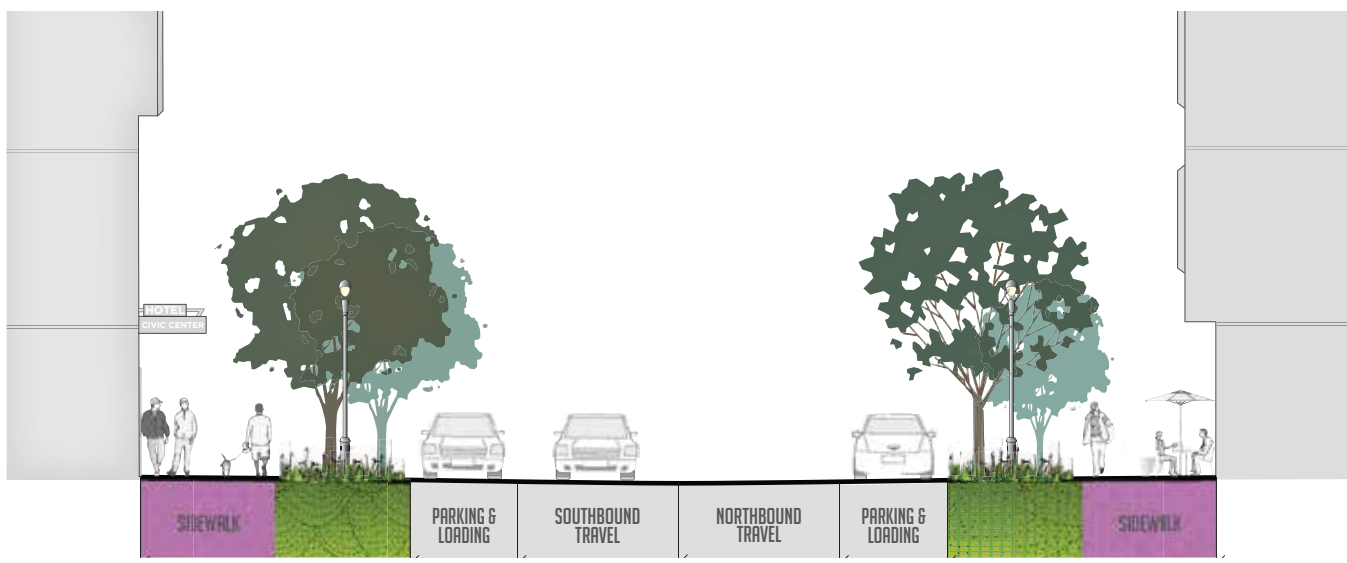
POLICY 7.2.6

Embark on a study to redesign 12th Street between Market and Mission to recapture space for pedestrian use.

SECTION



Existing



Proposed - Sidewalk Widening



Proposed - Linear Parks / Linear Park & Plaza

- 12th/Market/Page Intersection**
- Goal:** Facilitate an easier crossing for people walking and riding bikes
- Recommendations:**
- Require vehicles traveling east on Page to travel north onto Franklin Street or west onto Market Street
 - Enhance bicycle flow with a single-phase bicycle movement from Page to Market
 - Simplify and regularize crossings for pedestrians for safety
 - Widen the bulb-out on the north side of Page Street between Franklin Street and Market Street for enhanced public and retail space

Existing

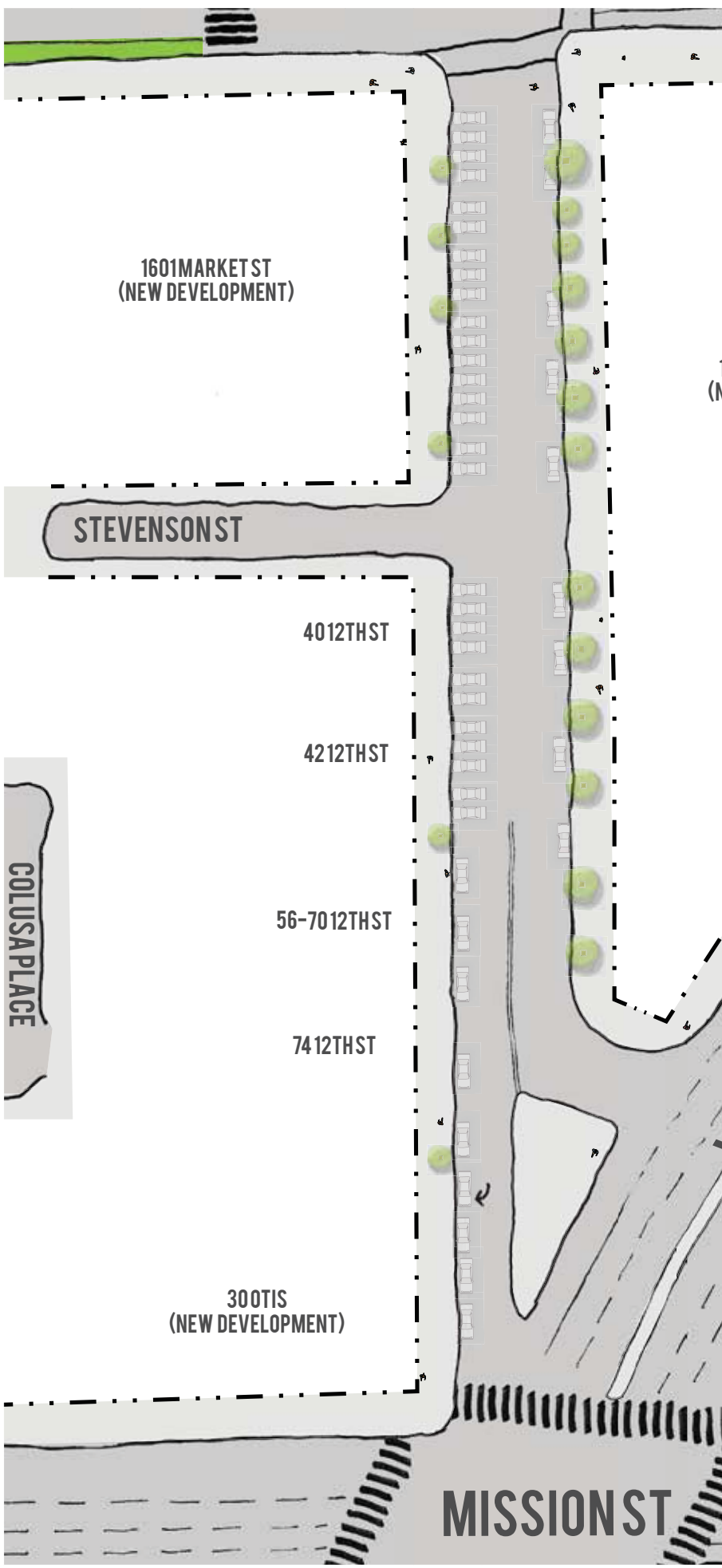


Proposed

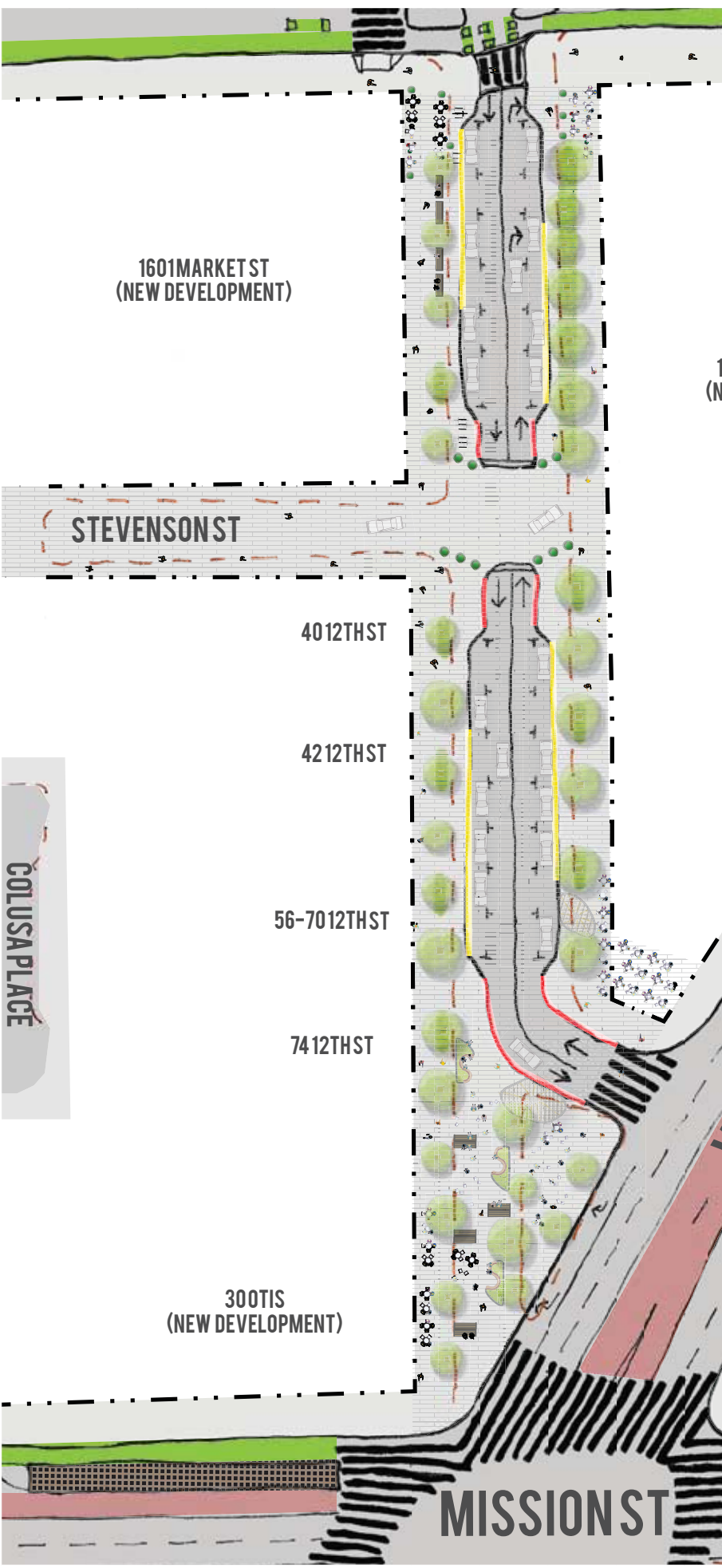


PLAN VIEW

Existing

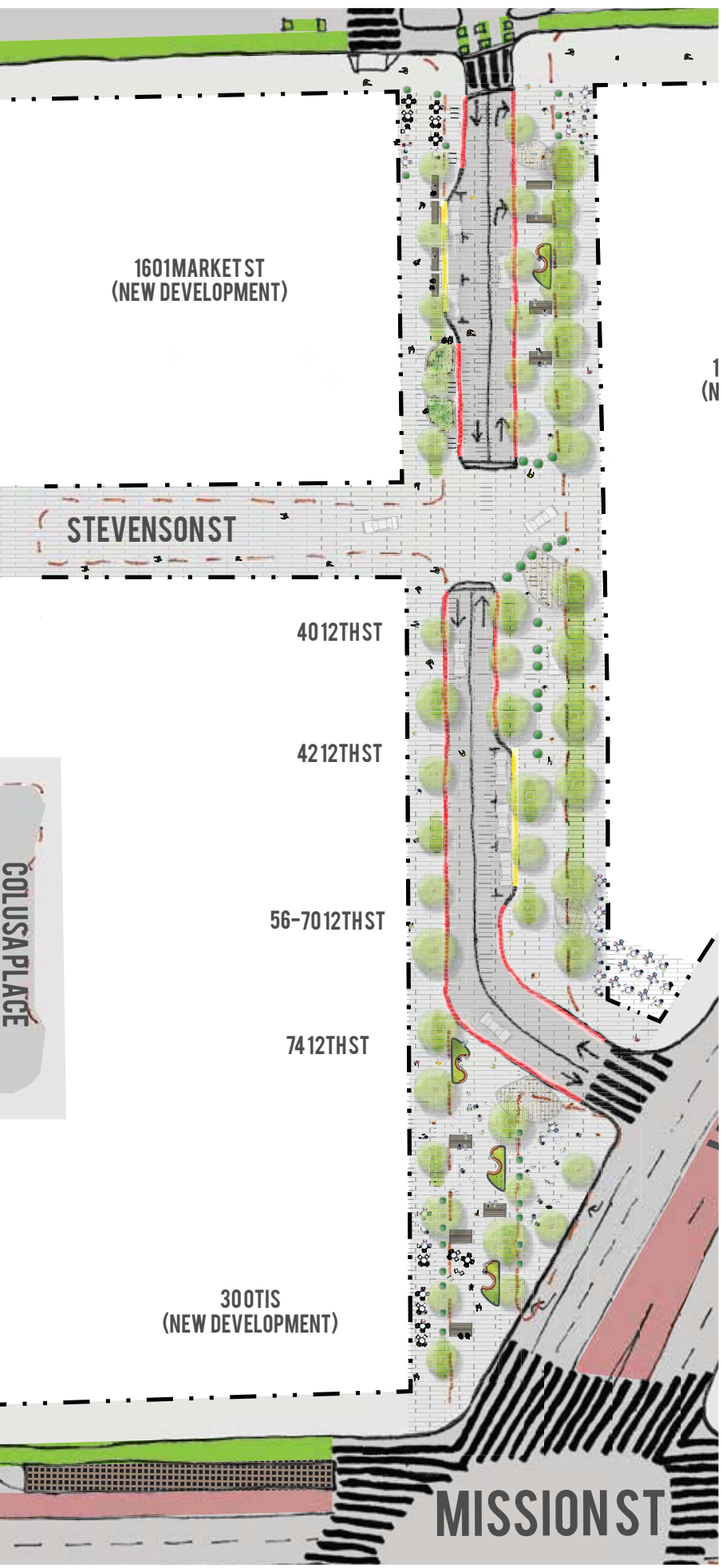


Option 1:
Sidewalk Widening



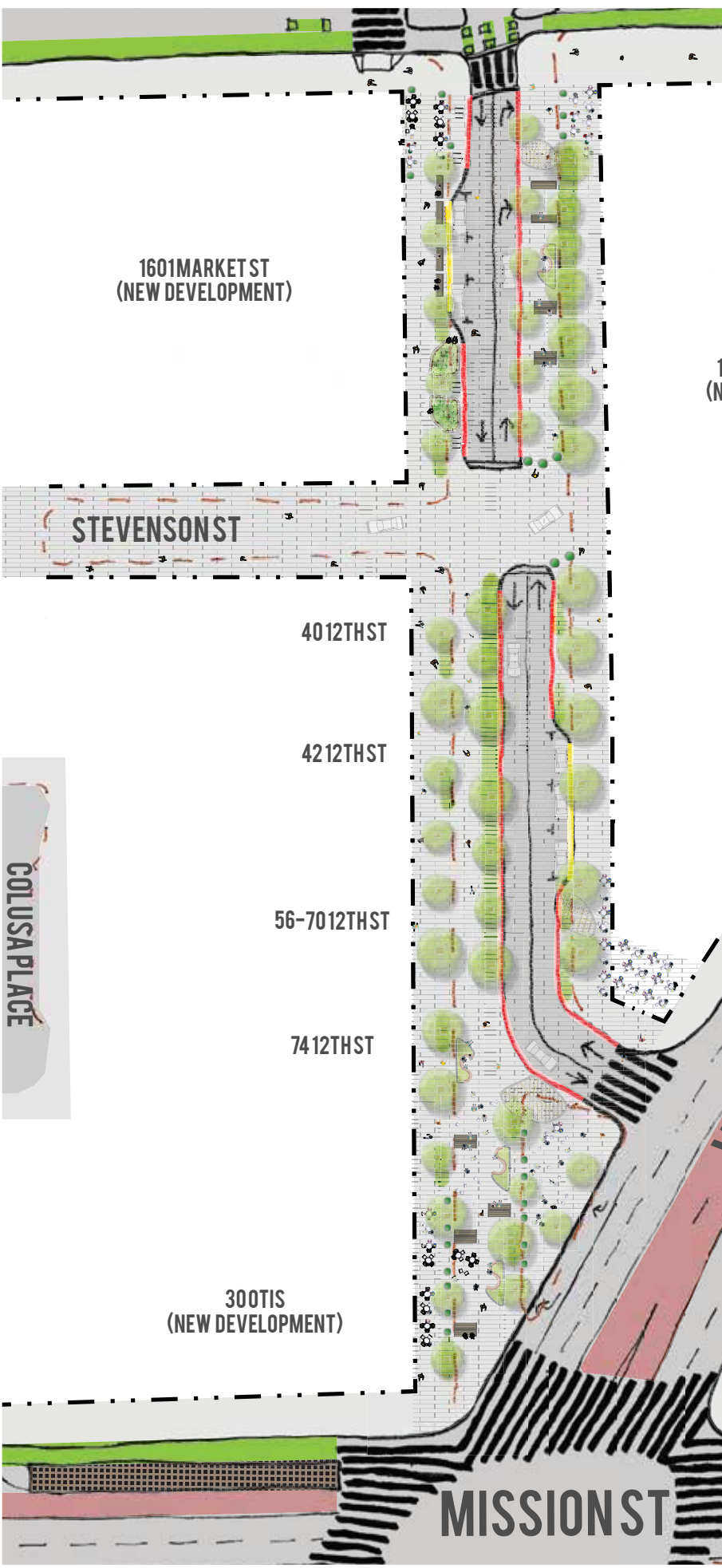
- Sidewalks widened 5-7' on both sides of the street
- New street trees and greening
- Accommodate passenger drop-off and commercial loading
- Large plaza fronting 30 Otis at south end of the street
- Less potential for shared street due to wider street and more dedicated space for cars

Option 2:
Linear Parks



- Long linear park on the east side of street, fronting 10 South Van Ness
- New street trees and greening
- Accommodate passenger drop-off and commercial loading
- Large plaza fronting 30 Otis at south end of the street
- Potential for shared street

Option 3:
Linear Park & Plaza



- Long linear park on west side of street the street
- New street trees and greening
- Accommodate passenger drop-off and commercial loading
- Leading into a large plaza fronting 30 Otis at the south end of the street
- North of Stevenson, sidewalk widening and active retail space on the east side of street
- Potential for shared street



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THE HUB 13TH STREET

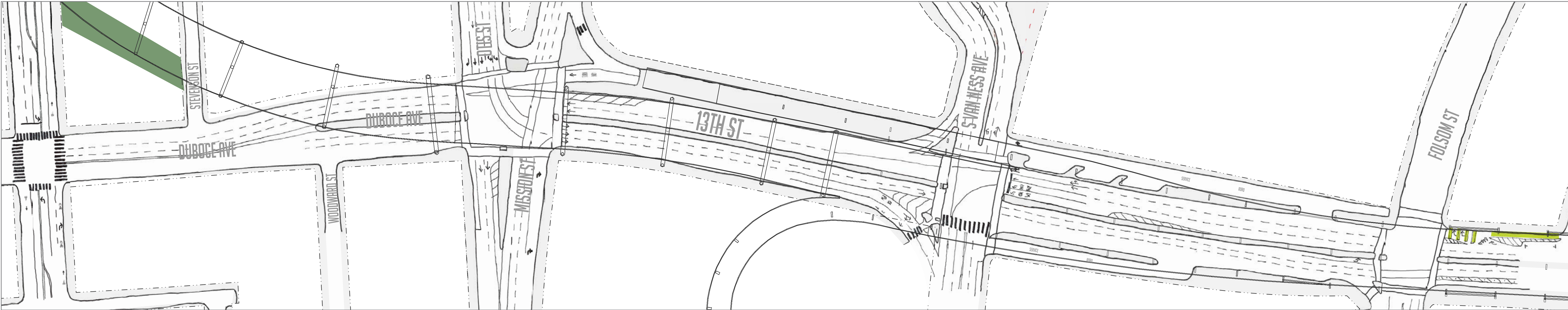
EXISTING CONDITIONS & PROPOSED IMPROVEMENTS

- Goals:**
- Create a new westbound bicycle connection
 - improve safety for people walking and riding bikes

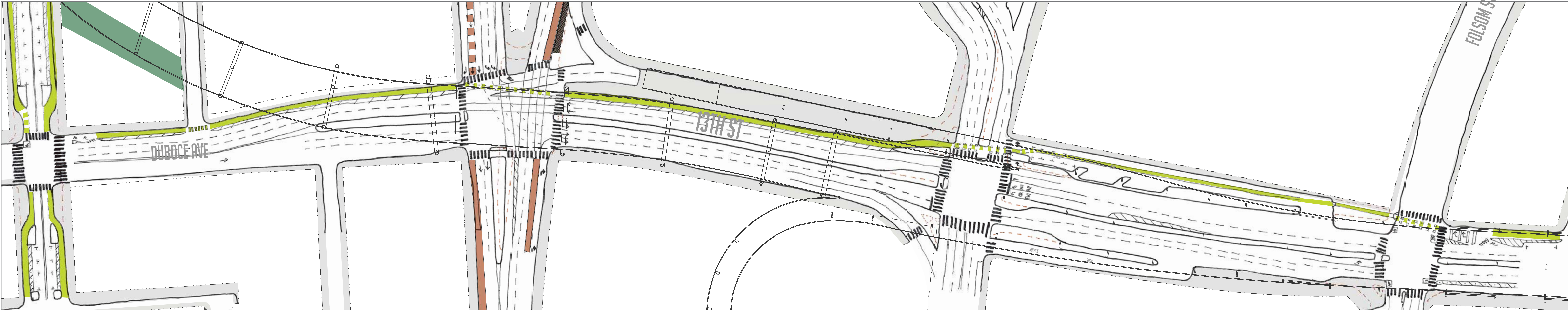
- Recommendations:**
- Add a bike lane on the west side of 13th Street between Folsom Street and Valencia Street
 - Improve safety at key intersections for pedestrians and bicyclists with enhanced signal phasing, narrowed crossings, and better visibility

PLAN VIEW

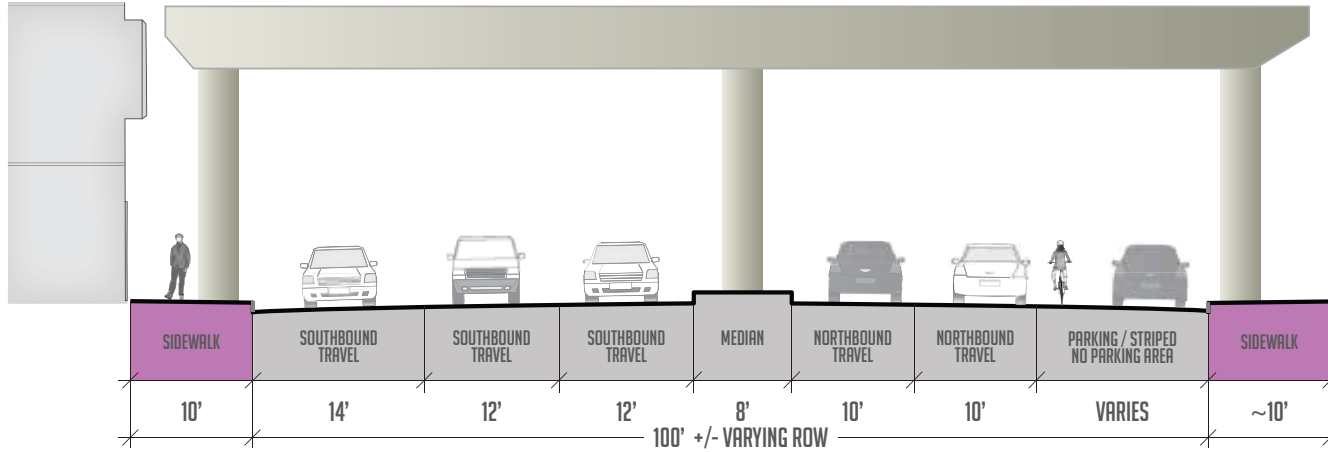
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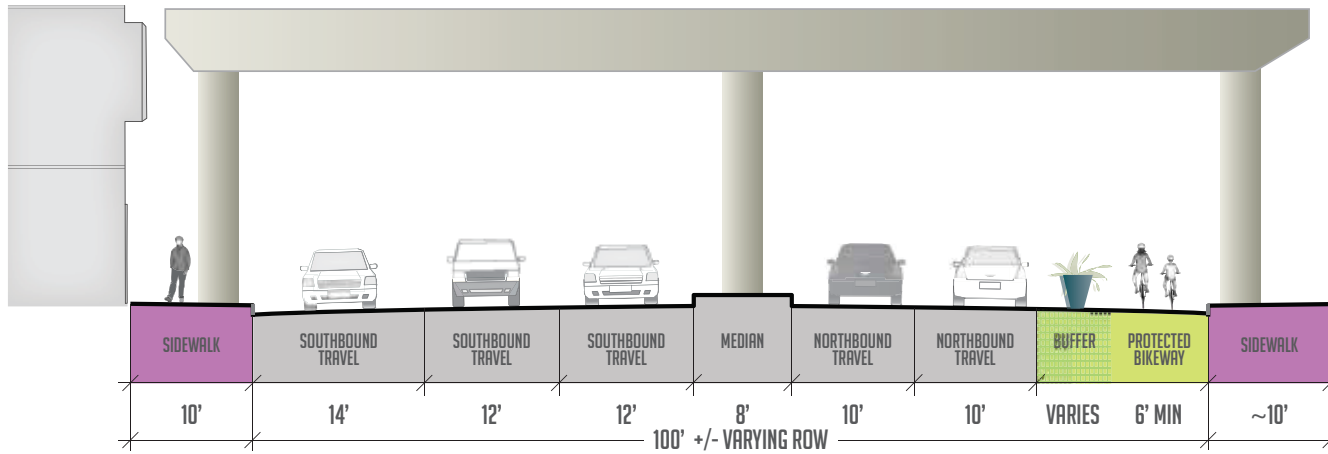
Proposed



SECTIONS



Existing



Proposed



Duboce Avenue & Mission Street, looking south



Duboce Avenue & Otis Street, looking north



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San Francisco
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THE HUB MARKET & VAN NESS

A GRAND CIVIC SPACE WITH GATEWAYS TO NEIGHBORHOODS

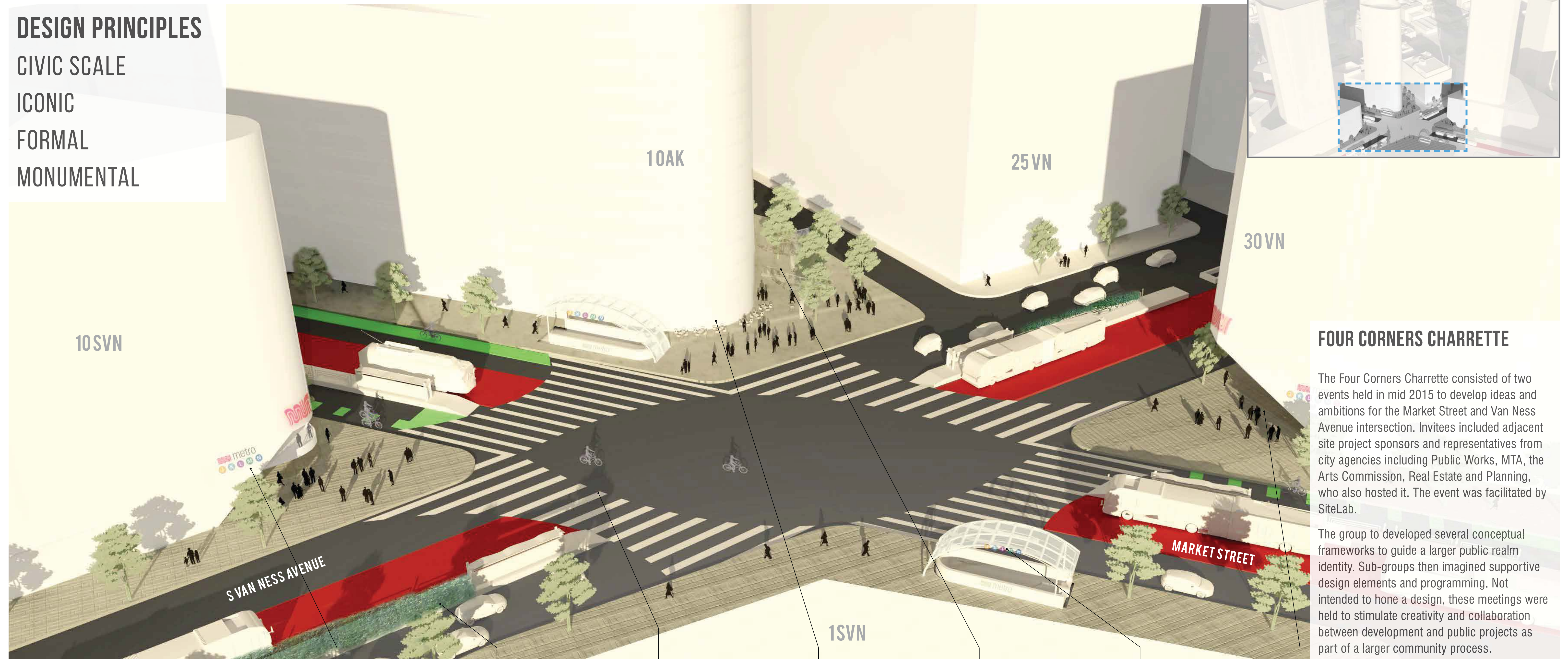
DESIGN PRINCIPLES

CIVIC SCALE

ICONIC

FORMAL

MONUMENTAL



FOUR CORNERS CHARRETTE

The Four Corners Charrette consisted of two events held in mid 2015 to develop ideas and ambitions for the Market Street and Van Ness Avenue intersection. Invitees included adjacent site project sponsors and representatives from city agencies including Public Works, MTA, the Arts Commission, Real Estate and Planning, who also hosted it. The event was facilitated by SiteLab.

The group developed several conceptual frameworks to guide a larger public realm identity. Sub-groups then imagined supportive design elements and programming. Not intended to hone a design, these meetings were held to stimulate creativity and collaboration between development and public projects as part of a larger community process.

RECOMMENDATIONS



Grand Station Entrances

Add new signature Van Ness Station entrances within new corner buildings



Espaliers

Add more greening with new street trees and espaliers (green planted screens)



Expanded Crosswalks

Visually define and specially mark the crosswalks



Active Ground Floors

Require active use on all ground floors to engage and enliven the adjoining public street spaces



Distinctive Wind Canopies

Improve pedestrian comfort by adding wind canopies in plazas and public areas



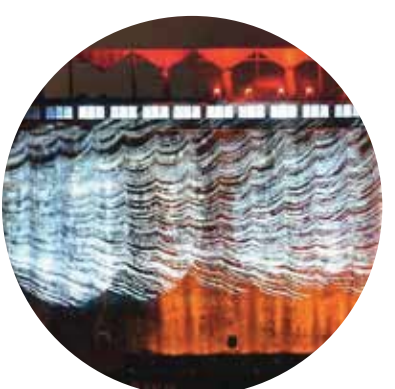
Metro Canopies

Add distinctive and coordinated metro canopies to station entrances



Ground-Floor Corner Setback

Require new buildings to be set back from the corner to maximize pedestrian and station area entrance



Public Art & Lighting

Encourage 1% for art investments or lighting that meet the scale of the buildings and intersection



FOR MORE INFO, VISIT:

SF-PLANNING.ORG/HUB

San Francisco
Planning

THE HUB MISSION & SOUTH VAN NESS

Goal: Improve safety and the pedestrian experience

Recommendations:

- Visually define and mark the crosswalk
- Add a pedestrian refuge on Mission Street east of Van Ness Avenue
- Simplify the intersection for pedestrians and provide more crossing time for pedestrians by eliminating u-turn from east bound Mission onto westbound Otis

POLICY 7.2.7

Embark on a study to reconfigure major intersections to make them safer for vehicles and pedestrians alike, to facilitate traffic movement, and to take advantage of opportunities to create public spaces.



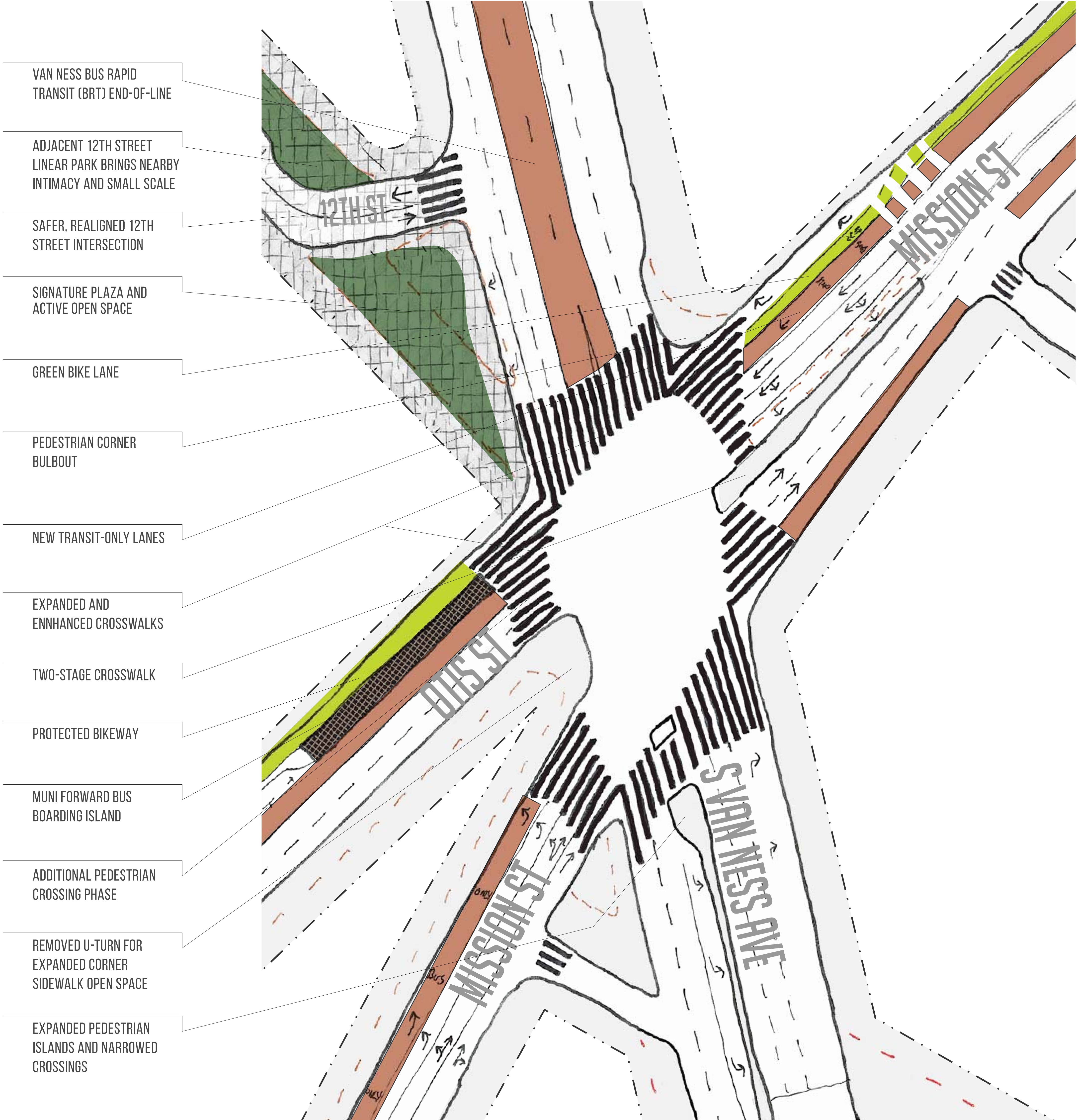
Mission & South Van Ness, looking south



Otis & 12th Street, looking south



Otis & South Van Ness, looking south



FOR MORE INFO, VISIT:
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