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
• Reallocation 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.
**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

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**PLAN VIEW**

Existing

- 103 Oak (French-American International School)
- 103-107 Franklin (Surface Parking)
- 550 Oak (SF Conservatory of Music)
- 11-35 Van Ness (City of SF Building)

<table>
<thead>
<tr>
<th>Surface Parking Lot</th>
<th>One-Way Travel</th>
<th>Emergency/Fire Lane (Wrong-Way Eastbound)</th>
<th>Wide Crossing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fire Station</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Proposed

- 103 Oak (French-American International School)
- 103-107 Franklin (Surface Parking)
- 550 Oak (SF Conservatory of Music)
- 11-35 Van Ness (City of SF Building)

<table>
<thead>
<tr>
<th>Raised Crosswalk</th>
<th>Gathering Bulbs at Western End of Street</th>
<th>Bicycle Parking</th>
<th>Loading (Yellow Zone)</th>
<th>Greening + Seating</th>
<th>Drop-Off/Pick-Up</th>
<th>Planters + Wind Canopies</th>
<th>Active New Signature Plaza</th>
<th>New BRT Station</th>
</tr>
</thead>
</table>

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**SECTION**

**EXISTING CONDITIONS & PROPOSED IMPROVEMENTS**

- **Gathering Bulbs at Western End of Street**
- **Active Gathering/Outdoor Performance**
- **ADA Loading (Blue Zone)**
- **Midblock Crosswalk**
- **Emergency/Fire Lane**
- **One-Way Travel**
- **Raised Crosswalk**

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**For more info, visit:**

SF-PLANNING.ORG/HUB
**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

**PLAN VIEW**

**SECTION**

**Existing**

**Proposed**

For more info, visit: SF-PLANNING.ORG/HUB
**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

**Plan View**

**Section**

**Existing**

**Proposed**
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
- Maintain one lane of traffic in each direction
- Add pedestrian lights and other streetscape amenities to enhance the pedestrian experience
- Require vehicles traveling east on Page to travel north onto Franklin Street or west onto Market Street
- 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
- Create a safe, urban residential street with active ground floor uses
- New street trees and greening
- 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

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
- New street trees and greening
- 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

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.

12th/Market/Page Intersection

Goal: Create a calm, green and shared street

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
- New street trees and greening
- 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

Plan View

Existing

Proposed

PROPOSED OPTIONS

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
- 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

SECTION

Existing

Proposed - Sidewalk Widening

Proposed - Linear Parks

/ Linear Park & Plaza

FOR MORE INFO, VISIT SF-PLANNING.ORG/HUB
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
THE HUB MARKET & VAN NESS  
A GRAND CIVIC SPACE WITH GATEWAYS TO NEIGHBORHOODS

DESIGN PRINCIPLES
CIVIC SCALE
ICONIC
FORMAL
MONUMENTAL

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 streets

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

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. Members included adjacent site project sponsors and representatives from city agencies including Public Works, MTA, the Arts Commission, Real Estate and Planning, who joined a broad stakeholder exercise led by S6LA.

The group developed several conceptual frameworks for a larger public realm identity. Buildings were analyzed and supportive design elements and programming. Not intended to arrive at a design, these meetings were held to stimulate creative and collaboration between development and public projects as part of a larger community process.

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

Visually define and specially mark the crosswalks

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

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

Add distinctive and coordinated metro canopies to station entrances

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

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

FOR MORE INFO: VISIT SF-PLANNING.ORG/HUB
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.