

the greatest potential to connect people to the city. Many are presently underutilized and unimproved: unpaved and unusable for a safe and healthy public realm. The unaccepted streets and spaces of San Francisco currently exist in 10 typologies, determined through on-site analysis: beneath freeway easement, existing open space, inaccessible, parking lot, passageway, serviceway, steep slope, street, and vacant. Based on existing condition typologies, the toolkit proposes program improvements for each typology on a scale ranging from community- to city-led initiatives that communities, groups, organizations, city agencies, and private affiliates can utilize to transform the unaccepted public realm of San Francisco.

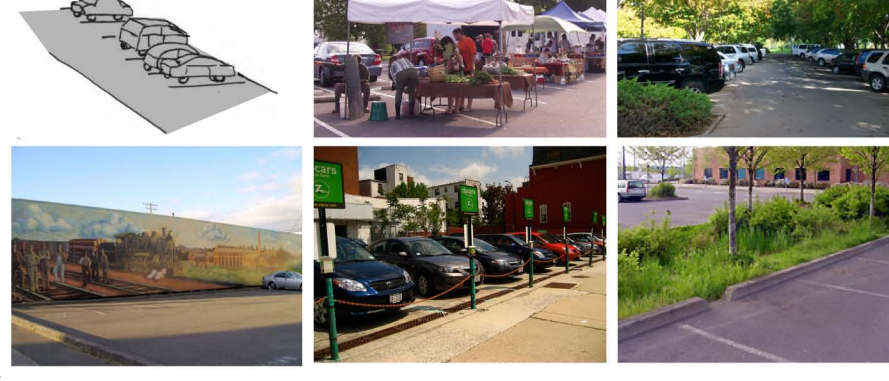
BENEATH FREEWAY streets occurring beneath freeway ramps and roadways in the form of vacant lots, easements, and embankments



3RD ST, Armstrong to Gilman, Street, street
 3RD ST, Thornton to Palco, Street, street
 3RD ST, Keith to Le Conte, Un, Street, serviceway
 3RD ST, San Bruno to HWY-101, Paper, vacant
 5TH ST, Caltrain Rail Lines to Berry, Paper, parking lot
 6TH ST, Brannan to Bluxome, Paper, passageway
 6TH ST, Bluxome to Townsend, Un, Street, serviceway
 7TH ST, 16th to Pennsylvania, Uprw, serviceway
 7TH ST, Harrison to I-80 E off ramp, Un, Street, street
 8TH ST, Bryant to Brannan, Un, Street, street
 14TH ST, Folsom to Harrison, Street, street
 16TH ST, Treat to Alabama, Un, Street, serviceway
 22ND ST, Carolina to Wisconsin, Street, steep slope
 17TH ST, De Haro to Mississippi, Street, street
 17TH ST, Mississippi to Pennsylvania, Un, Street, street
 18TH ST, Pennsylvania to Minnesota, Un, Street, passageway, street
 18TH ST, Utah to San Bruno, Paper, passageway
 19TH ST, dead end to 19th, Paper, steep slope
 19TH ST, 19th to Indiana, Un, Street, serviceway
 19TH ST, Indiana to Minnesota, Street, serviceway
 20TH ST, dead end to Indiana, Un, Street, beneath freeway, vacant

ERIE ST, South Van Ness to Folsom, Street, serviceway
 ESMERALDA AVE, Francisco to dead end, Uprw, passageway
 ESMERALDA AVE, dead end to Holladay, Paper, steep slope
 EVANS AVE, Selby to Sully, Un, Street, beneath freeway, street
 EVANS AVE, Arnelius Walker to Earl, Paper, vacant
 EVANS AVE, Hunters Point to dead end, Un, Street, serviceway
 EXECUTIVE PARK BLVD, Blanken to Alama, Un, Street, serviceway
 FAITH ST, dead end to Bay Shore, Un, Street, serviceway
 FAITH ST, Holladay to dead end, Paper, passageway
 FITZGERALD AVE, Arnelius Walker to Donahue, Un, Street, parking lot
 FITZGERALD AVE, Bay Shore to dead end, Street, serviceway
 FOLSOM ST, Erie to 14th, Street, street
 FOLSOM ST, dead end to Chapman, Uprw, steep slope
 GIANTS DR, region to Gilman, Un, Street, serviceway
 GILMAN AVE, Giants to Earl, Un, Street, street
 GOETTINGEN ST, Dwight to dead end, Uprw, passageway
 GOULD ST, Paul to Salinas, Street, serviceway
 GRIFFITH ST, Yosemite Slough to Carroll, Uprw, vacant
 GRIFFITH ST, dead end to Hudson, Paper, serviceway
 HARNLEY WAY, county line to Alama, Un, Street, street
 HARRISON ST, 7th to Sherman, Street, street
 HAWES ST, Yosemite to Armstrong, Un, Street, serviceway
 HAWES ST, Armstrong to Carroll, Uprw, vacant
 HAWES ST, Wallace to Underwood, Uprw, existing open space
 HELENAS ST, Underwood to Thomas, Uprw, serviceway
 HELENA ST, Bay Shore to dead end, Un, Street, serviceway
 HELENA ST, 1280 N to Selby, Paper, steep slope
 HELENA ST, dead end to Charter Oak, Paper, steep slope
 HELENA ST, Charter Oak to Elmira, Un, Street, steep slope
 HESTER AVE, Bay Shore to Loix, Un, Street, serviceway
 HILTON ST, Cortado to San Bruno, Paper, vacant
 HOLLADAY AVE, Peralta to Mayflower, Un, Street, street
 HOLLADAY AVE, Mayflower to San Bruno, Paper, steep slope
 HOLYOKE ST, Kean to Dwight, Uprw, passageway
 HUDSON AVE, Hunters Point to Arnelius Walker, Paper, serviceway
 HUDSON AVE, Arnelius Walker to Earl, Paper, vacant

PARKING LOT streets used for parking



20TH ST, Indiana to Minnesota, Un, Street, street
 20TH ST, Minnesota to Tennessee, Un, Street, street
 20TH ST, Keith to Le Conte, Un, Street, street
 20TH ST, Tennessee to 3rd, Un, Street, street
 20TH ST, dead end to Illinois, Street, serviceway
 20TH ST, Illinois to 20th, Un, Street, serviceway
 20TH ST, 20th to dead end, Street, serviceway
 20TH ST, Utah to San Bruno, Paper, steep slope
 21ST ST, HWY-101 N to Vermont, Paper, easement, existing open space, steep slope
 22ND ST, Vermont to Kansas, Street, passageway
 22ND ST, Kansas to Carolina, Street, street
 22ND ST, Wisconsin to Arkansas, Uprw, steep slope
 22ND ST, Arkansas to Connecticut, Uprw, existing open space, steep slope
 22ND ST, Connecticut to Missouri, Uprw, steep slope
 22ND ST, Texas to Pennsylvania, Street, street
 22ND ST, Pennsylvania to Indiana, Un, Street, street
 23RD ST, Pennsylvania to Indiana, Un, Street, beneath freeway, serviceway
 24TH ST, Minnesota to Tennessee, Un, Street, serviceway
 24TH ST, Tennessee to 3rd, Street, serviceway
 24TH ST, 3rd to Michigan, Street, serviceway
 24TH ST, Michigan to Warm Water Cove Park, Un, Street, serviceway
 25TH ST, Minnesota to Tennessee, Rail, street

EASEMENT streets following abandoned rail lines, alongside rail lines, between houses, above sewers, and below power lines



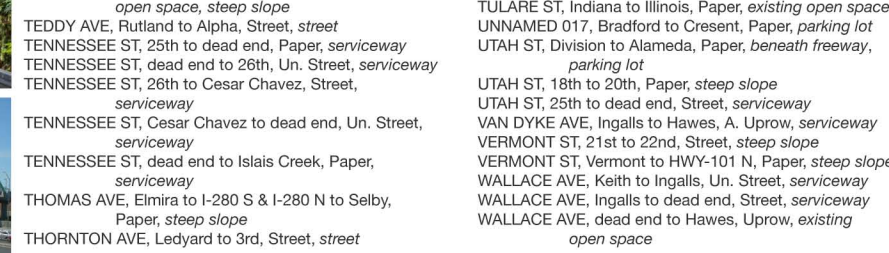
MASSACHUSETTS ST, 25th to 26th, Paper, vacant
 MAYFLOWER ST, dead end to Carver, Un, Street, steep slope
 MISSOURI ST, 25th to Yellow Cab Access Road, Paper, steep slope
 NAPOLEON ST, Evans to Selby, Uprw, serviceway
 NELSON AVE, Quirt to dead end, Uprw, vacant
 NEVADA ST, dead end to Chapman, Paper, serviceway
 NEVADA ST, Chapman to Powhattan, Uprw, passageway
 NEWCOMB AVE, Quirt to dead end, Uprw, serviceway
 NEWCOMB AVE, Barneveld to Selby, Un, Street, street
 OAKDALE AVE, Dunahue to Phelps, Street, street
 OAKDALE AVE, HWY-101 N to Bay Shore, Paper, serviceway
 OGDEN AVE, Gates to Folsom, Un, Street, serviceway
 OGDEN AVE, Folsom to Banks, Street, serviceway
 OGDEN AVE, Banks to Prentiss, Un, Street, serviceway
 OGDEN AVE, Prentiss to Nevada, Paper, existing open space
 OGDEN AVE, Nevada to Pulman, Paper, steep slope
 OGDEN AVE, dead end to Bradford, Paper, parking lot
 OGDEN AVE, Bradford to Alameda, Paper, serviceway
 OGDEN AVE, Alameda to Alameda, Paper, vacant
 OGDEN AVE, San Bruno to HWY-101, Paper, vacant
 OWENS ST, 16th to Mariposa, Un, Street, vacant
 PALOU AVE, Selby to Rankin, Un, Street, street
 PALOU AVE, Rankin to 3rd, Street, street
 PALOU AVE, dead end to Arnelius Walker, Uprw, vacant
 PALOU AVE, Gould to 3rd, Street, street

PASSAGEWAY streets currently being used as connectors in the form of stairways, pedestrian bridges, and alleyways



PAUL AVE, San Bruno to Bay Shore, Un, Street, beneath freeway, street
 PENNSYLVANIA AVE, 7th to 17th, Paper, parking lot
 PENNSYLVANIA AVE, 17th to Mariposa, Un, Street, serviceway
 PERALTA AVE, Montcalm to Holladay, Street, street
 PERALTA AVE, Tompkins to dead end, Un, Street, serviceway
 PERALTA AVE, dead end to Jarboe, Paper, steep slope
 PERASTO AVE, San Bruno to Dickinson, Paper, inaccessible
 PHELPS ST, Quesada to Palou, Uprw, existing open space
 POTRERO AVE, Division to Alameda, Un, Street, beneath freeway, street
 POWHATTAN AVE, Francisco to Holladay, Paper, steep slope
 PRENTISS ST, dead end to Chapman, Un, Street, passageway, street
 QUESADA AVE, dead end to dead end, Uprw, existing open space, steep slope
 RICHARD ST, Weldon to San Bruno, Un, Street, beneath freeway, parking lot
 SALINAS AVE, Jamestown to Keith, Street, street

SERVICEWAY streets as usable roadway for servicing and residential access, often dead-ends



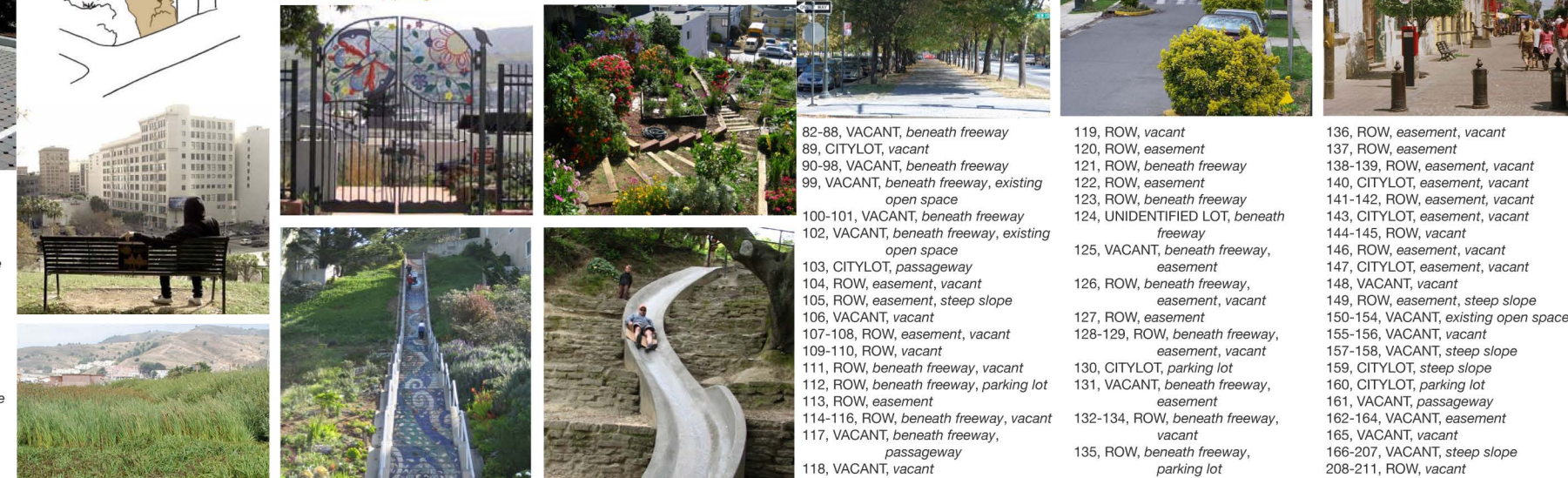
UNDERUTILIZED SPACES
 1. VACANT, beneath freeway, parking lot
 2. VACANT, parking lot
 3-5, ROW, parking lot
 6, VACANT, parking lot
 7-8, CITYLOT, parking lot
 10, ROW, beneath freeway, parking lot
 11, CITYLOT, parking lot



UNGRAVED PUBLIC RIGHTS-OF-WAY
 UNACCEPTED PAVED STREET
 ACCEPTED PAVED STREET
 ACCEPTED PAVED SPACE
 BLUE GREENWAY
 EXISTING/PROPOSED OPEN SPACE
 OTHER UNACCEPTED STREET
 OTHER ACCEPTED STREET
 INTERSECTION WITH BLUE GREENWAY
 FIRE STOPS

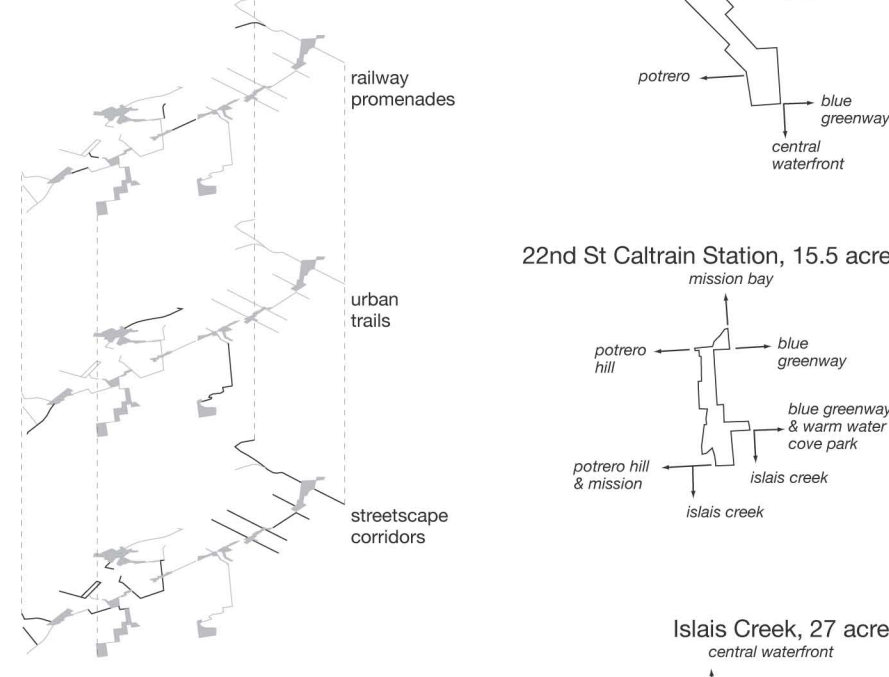
WARE ST, San Bruno to HWY-101, Paper, vacant
 WATERVILLE ST, Selby to Conkling, Un, Street, serviceway
 WELDON ST, Alameda to Casta, Paper, inaccessible
 WELDON ST, Case to Richard, Paper, beneath freeway
 WILMA AVE, Goettingen to San Bruno, Street, street
 WILMANS AVE, Diana to Reddy, Street, street
 YOSEMITE AVE, Keith to Hawes, Street, serviceway

STEEP SLOPE streets traversing steep hillsides and rock outcroppings

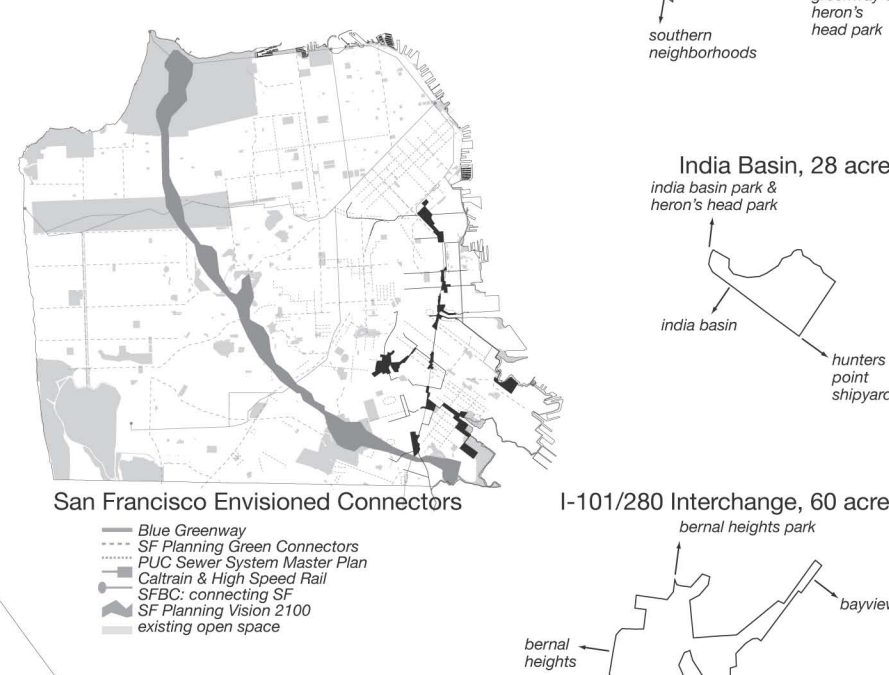


82-88, VACANT, beneath freeway
 89, CITYLOT, vacant
 90-98, VACANT, beneath freeway
 99, VACANT, beneath freeway, existing open space
 100-101, VACANT, beneath freeway
 102, VACANT, beneath freeway, existing open space
 103, CITYLOT, passageway
 104, ROW, easement, vacant
 105, ROW, easement, steep slope
 106, VACANT, vacant
 107-108, ROW, easement, vacant
 109-110, ROW, vacant
 110, ROW, beneath freeway, vacant
 111, ROW, beneath freeway, parking lot
 113, ROW, easement
 114-115, ROW, beneath freeway, vacant
 117, VACANT, beneath freeway, passageway
 118, VACANT, vacant

Concentrations of streets and spaces located in-between neighborhoods, the 9 complexes provide strategic connections to the Blue Greenway, existing open spaces, and neighborhood centers, and are optimal sites for future proposals of new urban open spaces.

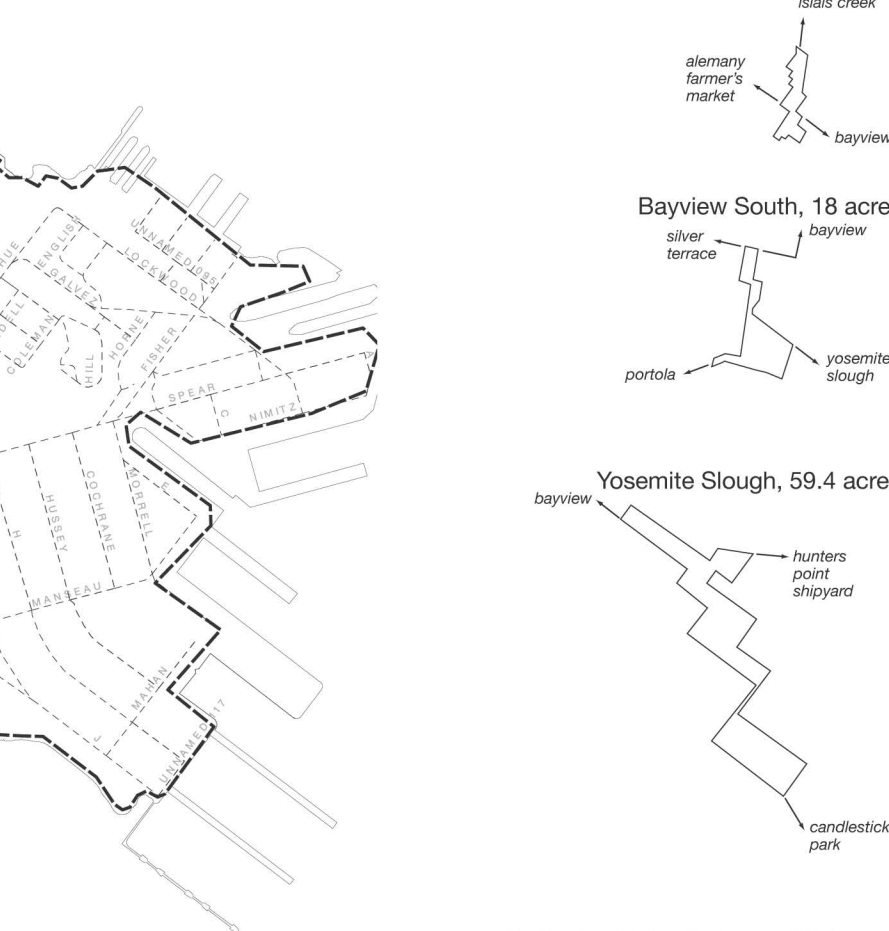


The 26 connectors between each complex are crucial for developing network continuity and complete passageways. Existing as railway promenades, urban trails, and streetscape corridors, the connectors embody aspects of already envisioned city-led improvement projects to create pedestrian passageways throughout the entirety of San Francisco.



San Francisco Envisioned Connectors

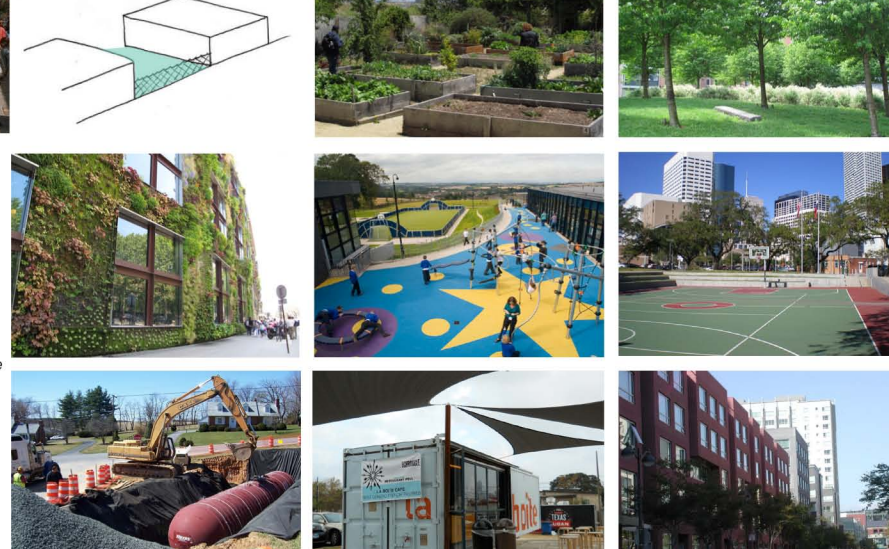
Blue Greenway
 SF Planning System Connectors
 SF Planning System Master Plan
 SF Planning System Master Plan
 SF Planning System Master Plan
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 SF Planning System Master Plan



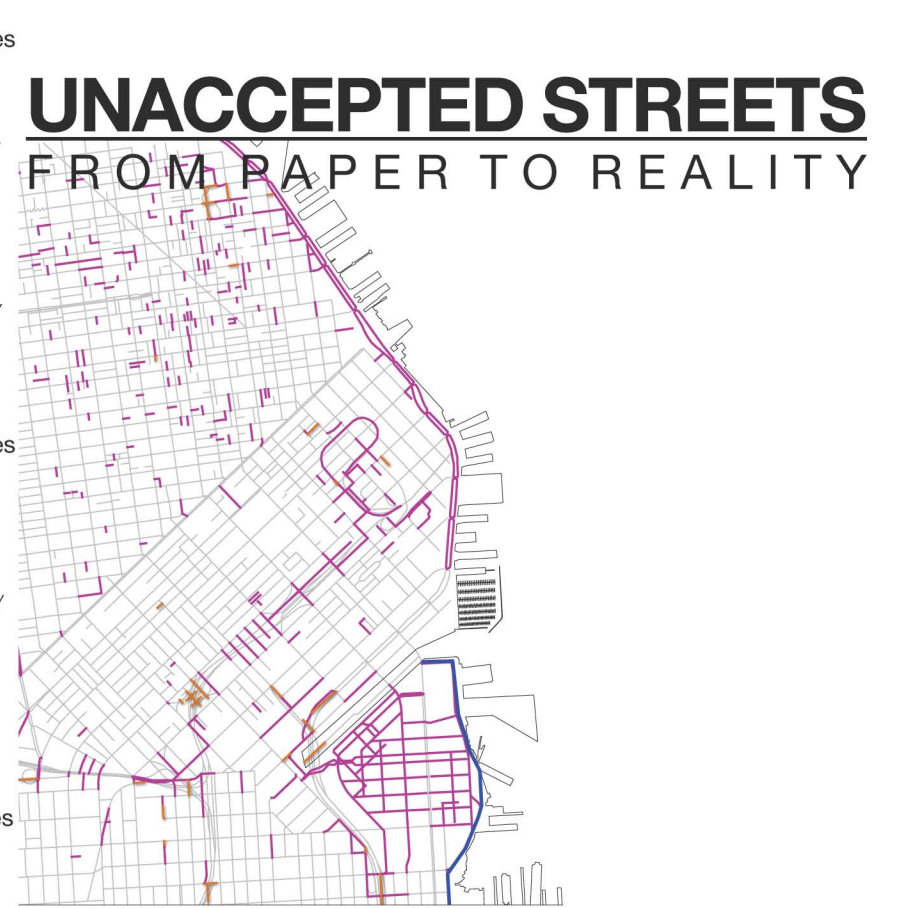
212-216, VACANT, vacant
 217-219, VACANT, beneath freeway
 220, CITYLOT, vacant
 221-223, VACANT, beneath freeway
 224, CITYLOT, parking lot
 225, VACANT, easement
 226, VACANT, beneath freeway
 227-287, VACANT, easement
 229-232, VACANT, beneath freeway
 233-239, VACANT, beneath freeway, parking lot
 240-241, CITYLOT, beneath freeway, parking lot
 242-243, VACANT, beneath freeway, parking lot
 244, VACANT, easement
 245-249, ROW, easement, steep slope
 250-251, ROW, beneath freeway
 252-261, ROW, easement, vacant
 262-265, ROW, beneath freeway
 266, ROW, vacant
 267, VACANT, vacant
 268-270, ROW, easement, steep slope

271, VACANT, easement, steep slope
 272, VACANT, vacant
 273-274, ROW, easement, vacant
 275, VACANT, easement, steep slope
 276-286, ROW, easement, steep slope
 287, CITYLOT, easement, steep slope
 288-296, VACANT, vacant
 297, VACANT, existing open space
 298, ROW, easement, vacant
 299-322, VACANT, vacant
 323, ROW, vacant
 324-325, CITYLOT, easement
 326, VACANT, vacant
 327-328, ROW, easement
 329, VACANT, easement
 330, VACANT, vacant
 331, VACANT, easement, parking lot
 332, ROW, easement
 333, VACANT, parking lot
 334, VACANT, vacant
 335-337, ROW, easement, vacant
 338-350, VACANT, vacant
 351-352, ROW, easement, parking lot

VACANT SPACE streets occurring on vacant areas, fenced, littered, and weedy



119, ROW, vacant
 120, ROW, easement
 121, ROW, beneath freeway
 122, ROW, easement
 123, ROW, beneath freeway
 124, UNIDENTIFIED LOT, beneath freeway
 125, VACANT, beneath freeway, easement
 126, ROW, beneath freeway, easement, vacant
 127, ROW, easement
 128-129, ROW, beneath freeway, easement, vacant
 130, CITYLOT, parking lot
 131, VACANT, beneath freeway, easement
 132-134, ROW, beneath freeway, easement
 135, ROW, beneath freeway, parking lot



a proposal to transform San Francisco's underutilized rights-of-way into an accessible open space network connecting the city and its communities to the Blue Greenway, to existing open space, and to each other



2011 PIERO N. PATRI FELLOWSHIP | SARAH MOOS | SPUR

This map, an urban design proposal to positively impact the city of San Francisco and the Bay Area, is the product of the fifth Piero N. Patri Fellowship at SPUR (San Francisco Planning + Urban Research Association). The fellowship is a hands-on opportunity for a graduate student in urban design, landscape architecture, architecture, or urban planning, to gain firsthand experience working in the urban design and planning field on a career-based project.

Piero N. Patri, FAIA (1929 - 2006), a notable architect, urban designer and planner born and raised in San Francisco, dedicated his life to his work and to the improvement of the city. In honor of Piero's commitment to good planning and urban design, his family established the endowed Piero N. Patri Fellowship in 2006. Major contributors included Patri, Merker Architects and many of Piero's friends, clients and colleagues.

Piero was the first chair of the SPUR Environmental Design Committee, and in 1961, was the principal author, along with a team including his brothers Remo and Tito, of one of SPUR's first community plans: the Montgomery Center Plan. This plan was a visionary scheme that rethought the interconnection of the Financial District to the city.

In the last years of his life, Piero proposed the concept of a parkway through the central and southeastern neighborhoods of San Francisco, which have been generally impoverished and underserved. Such a parkway would connect these neighborhoods to the Embarcadero, promote the economic development and housing potential of the neighborhoods, and would provide public accessibility to, and enjoyment of, the scenic southeastern waterfront.

Piero's goals aligned with a vision of the "Blue Greenway," originally developed by the Neighborhood Parks Council (NPC) and SPUR, NPC, the Mayor's Blue Greenway Task Force, and the Port of San Francisco's Blue Greenway Project have further developed the vision into the Blue Greenway Planning + Design Guidelines.

The 2011 Project focuses on studying "Unaccepted Streets" (any public right-of-way not accepted by the city for maintenance), "Paper streets" (unimproved streets demarcated on a map and legislated as public rights-of-way, but often not fully articulated in the landscape or existing in reality), and other public rights-of-way amongst a mix of land uses throughout the southeastern neighborhoods of San Francisco. The project evaluates the potential of these sites to add social, health and lifestyle, ecological, and infrastructural capacity to the public realm within this part of the city. The project also analyzes these sites at both a macro-scale, as they relate to larger urban design and plan initiatives such as the Blue Greenway, and at a micro-scale, as they relate to individual neighborhoods. This map proposes strategies for the use and connection of the "paper streets," and highlights several strategic sites within the southeastern neighborhoods for future proposals.

Sarah Moos, the 2011 Piero N. Patri Fellow, is a student at the University of California, Berkeley, studying for a dual Master's degree in landscape architecture and city & regional planning with a focus in urban design. Sarah has a bachelor's degree in studio art and environmental analysis from Scripps College, with an emphasis in landscape architecture and urban planning. She will develop the research and design conducted this summer in her dual master's thesis at UC Berkeley, exploring the metamorphosis of vacant land into landscape corridors that permeate the urban fabric and function as inhabitable urban ecosystems, providing both public and private open spaces and passageways to improve urban living.

AECOM, Inc. graciously hosted the Fellow and provided day-to-day leadership and office space under the leadership of Scott Preston, Director of Development. Additional project guidance was provided by Marcel Wilson, landscape architect and founder, Bionic; David Beaure, Senior Waterfront Planner, the Port of San Francisco; Nicholas de Monchaux, professor, University of California, Berkeley; the Patri family; SPUR staff and other advisory committee members.

SPUR is a member-supported, nonprofit organization promoting good planning and good government through research, education and advocacy. Visit www.spur.org to learn more about SPUR, to view this map and supporting appendix, and to see previous Patri Fellowship projects.

