



CENTRAL CORRIDOR DRAFT PLAN

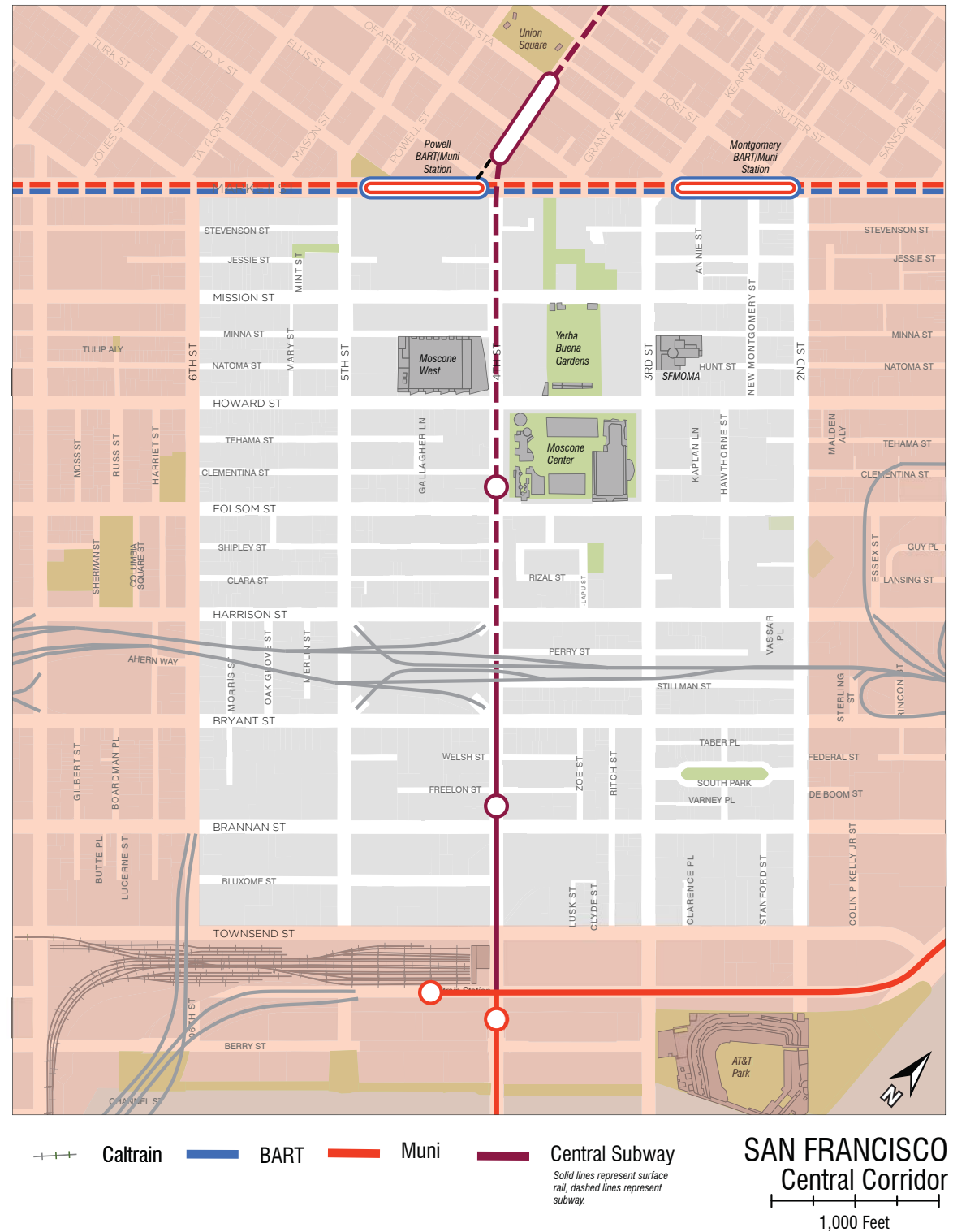
**SPUR Lunchtime Forum
July 9, 2013**



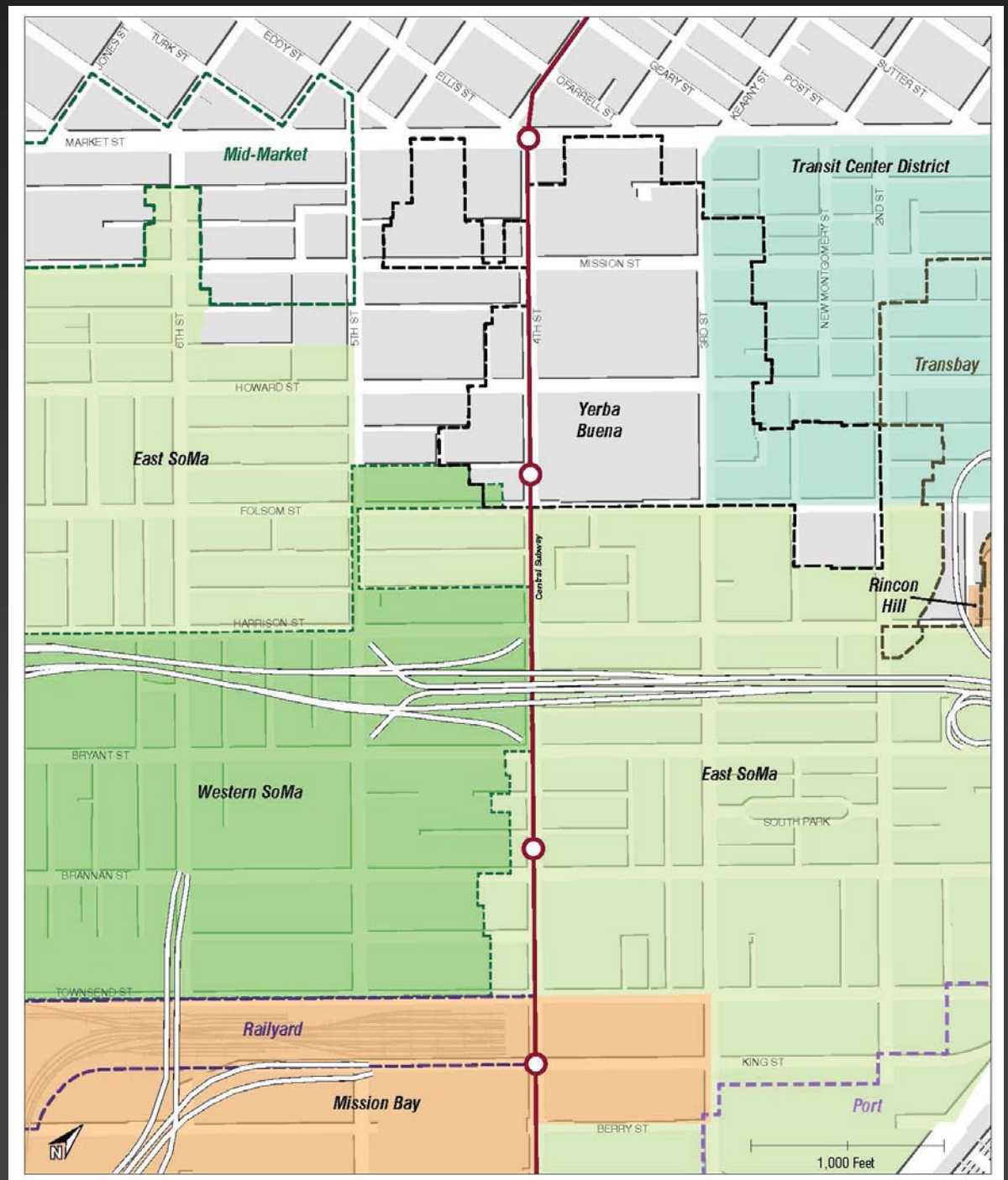
**SAN FRANCISCO
PLANNING
DEPARTMENT**

Project Area

CENTRAL CORRIDOR



SAN FRANCISCO
Central Corridor



Background: Project Timeline



- **Spring - Summer 2011:** Project kick-off and idea gathering
- **Fall 2011 - Spring 2012:** Release of Key Principles, and initial zoning, heights, and public realm strategy
- **Spring - Summer 2012:** Release of refined zoning, heights, and public realm strategy
- **Fall 2012 - Winter 2013:** Writing Plan document, EIR scoping and contracting
- **Spring 2013:** Plan release, start the EIR, begin Plan refinement
- **Spring 2013 - Mid 2014:** Work with MTA and community to refine street concepts
- **Mid 2014:** Publication of Draft EIR
- **Late 2014:** Final Plan revisions, finalize EIR and public hearings on Plan adoption

Background: Public Participation and Consultation



■ Community Meetings:

- Alliance for a Better District 6
- Asian Neighborhood Design
- California Culture and Music Association
- Central Subway Outreach Committee
- Clementina Cares
- Filipino-American Development Foundation
- Housing Action Coalition (HAC)
- Rincon Hill /South Beach/Mission Bay Neighborhood Association
- San Francisco Planning and Urban Research (SPUR)
- South of Market Action Network (SOMCAN)
- South of Market Business Association (SOMBA)
- South of Market Leadership Council
- South of Market Project Area Committee (SOMPAC)
- Western Soma Taskforce
- TODCO
- Yerba Buena Community Benefit District

■ Additional Engagement:

- Walking tours
- Neighborhood storefront
- Online survey
- Three public workshops
- Four Planning Commission hearings
- HPC hearing

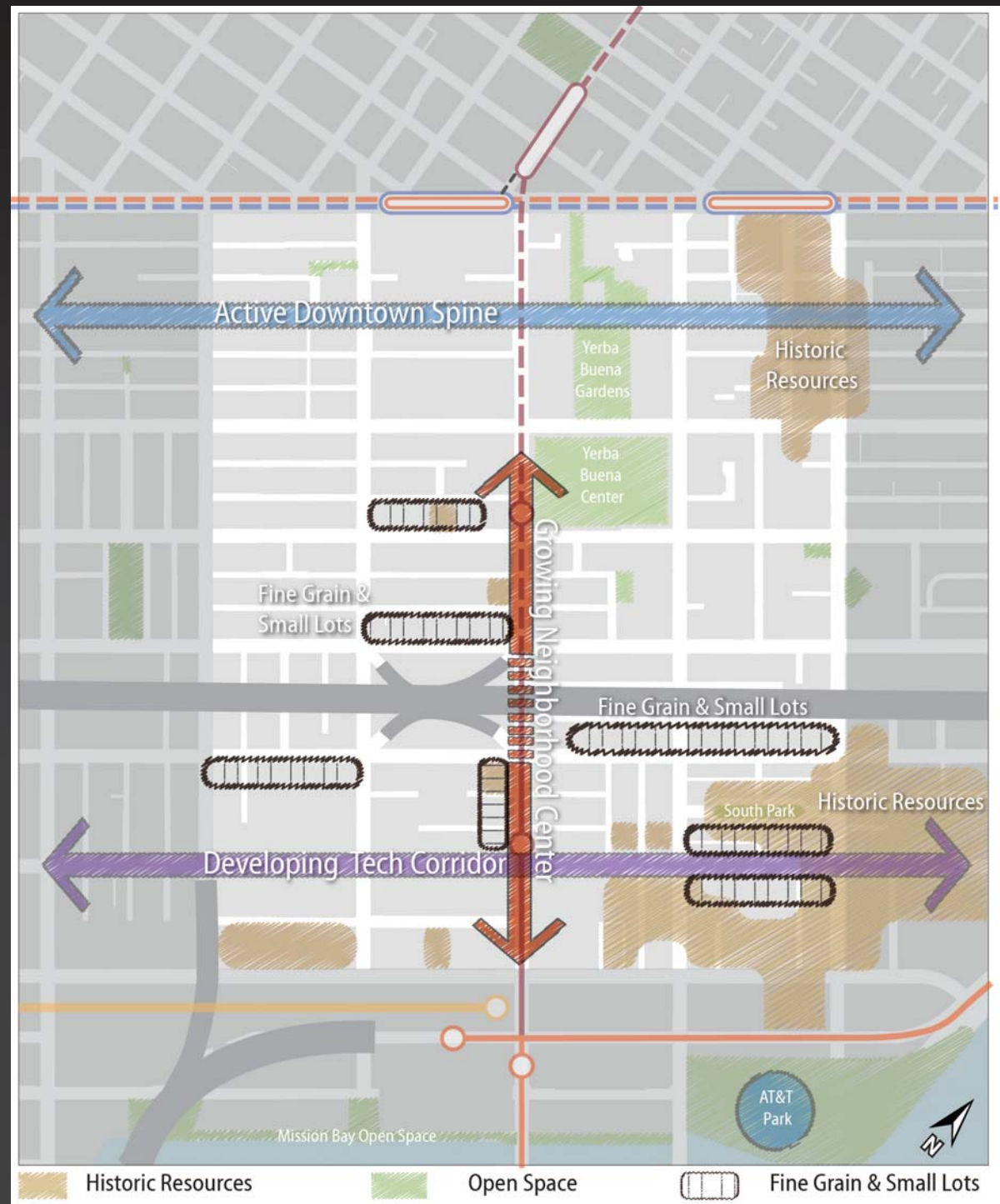
Project Objectives

- Build on the character of what makes SoMa attractive and exciting -- its diverse and vibrant communities, buildings, and activities
- Support citywide objectives for transit-oriented growth, particularly workplace growth
- Improve the public realm (e.g., sidewalks and parks) and provide supporting infrastructure
- Create a model of sustainable growth

Step 1

Identify Key Neighborhood Characteristics and Assets:

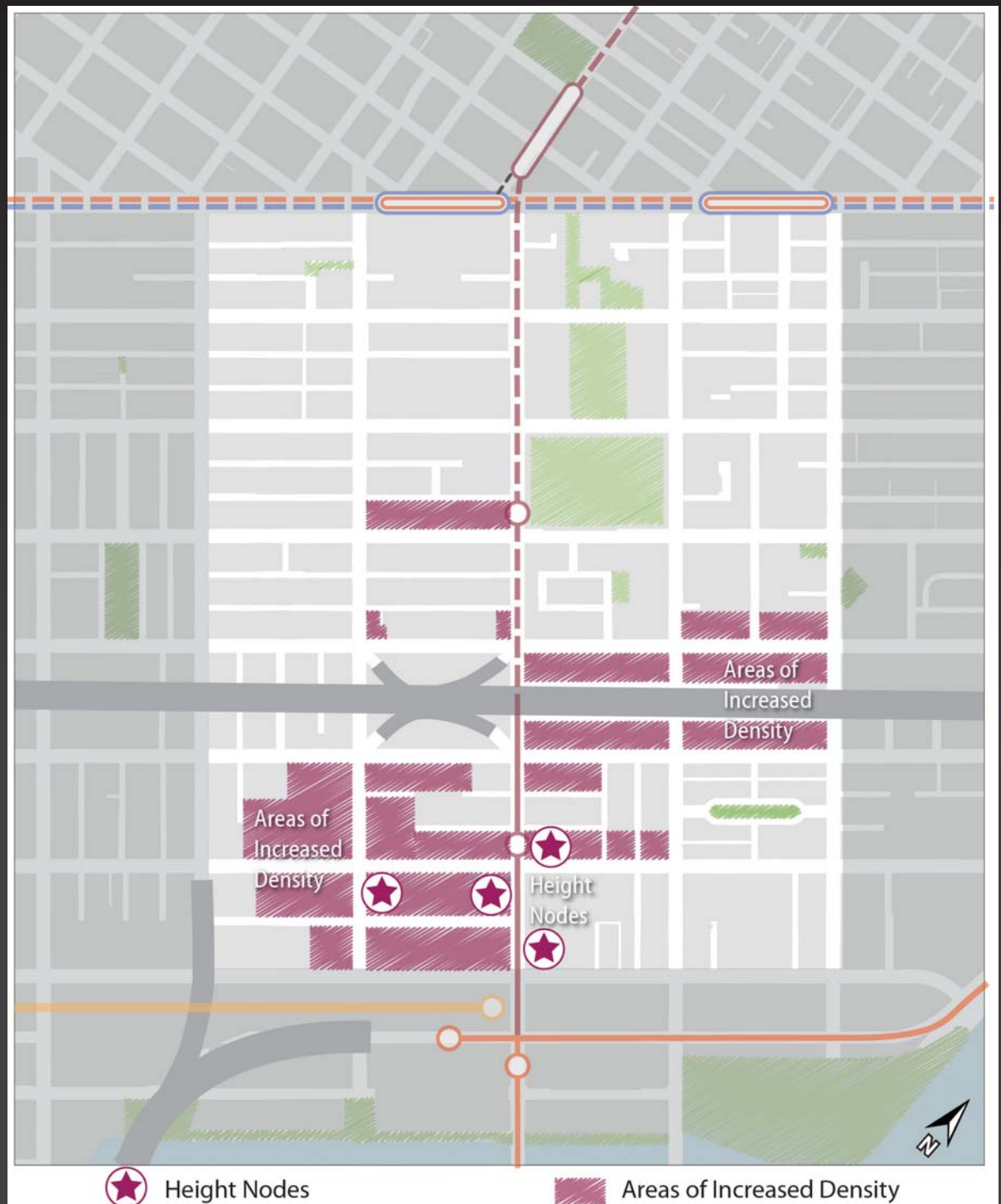
- A diverse population, by race, age, activity, etc.
- One of the best transportation networks in the Bay Area
- A mixture of building sizes, ages, and architectural styles
- Extremely attractive to tech companies
- Many large lots and many clusters of smaller lots
- A diversity of retail uses, including a burgeoning neighborhood center of 4th St.
- An extensive alley network



Step 2

Identify Opportunities for Improvement:

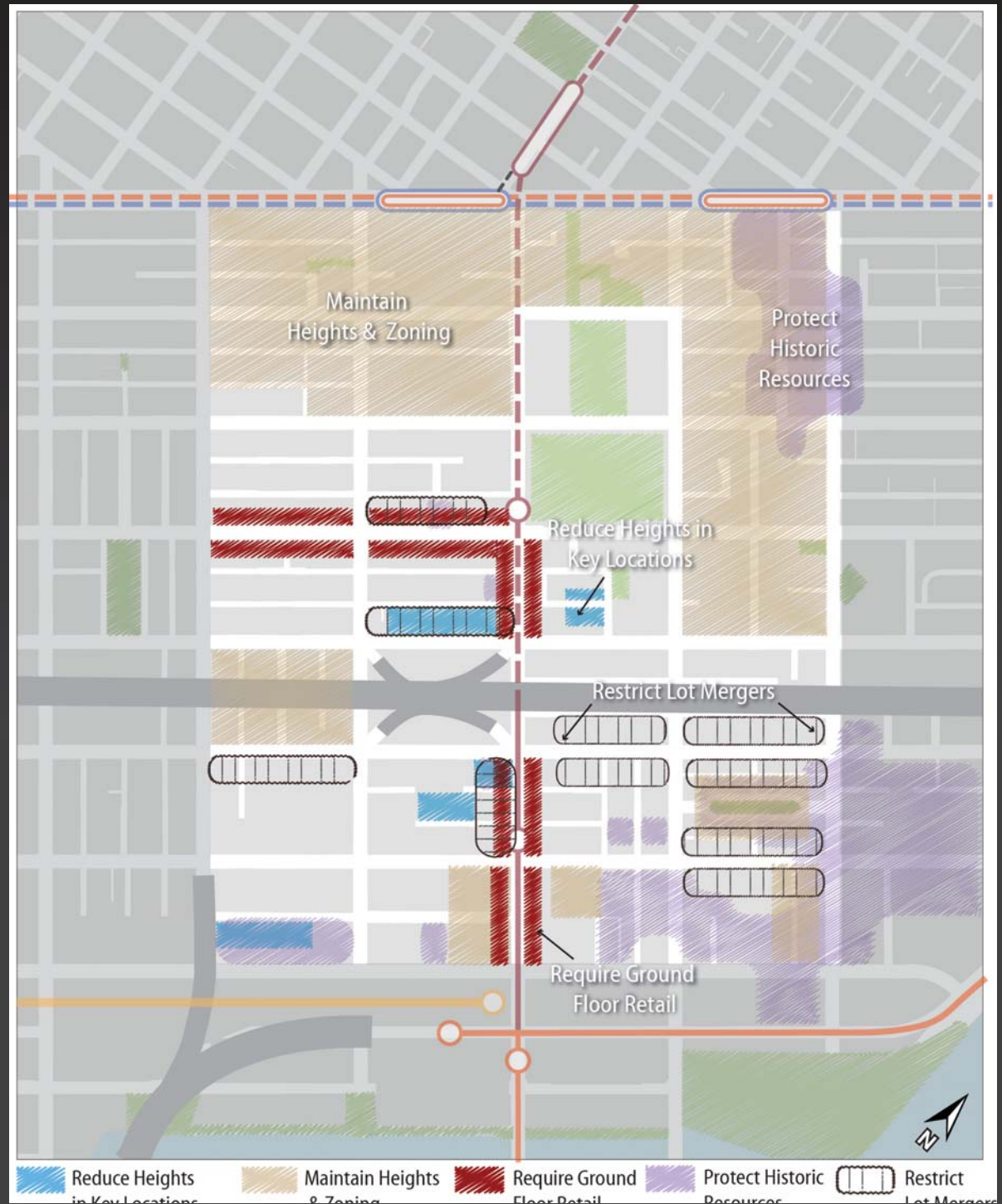
- Outdated zoning restricts development potential on vacant and underutilized sites that could provide jobs and housing
- Pedestrian conditions are unsafe throughout the neighborhood
- The area is lacking in open space
- Bike and transit conditions are not as good as they could be
- New development could pay for substantial neighborhood improvements



Step 3

Protect Character and Key Assets:

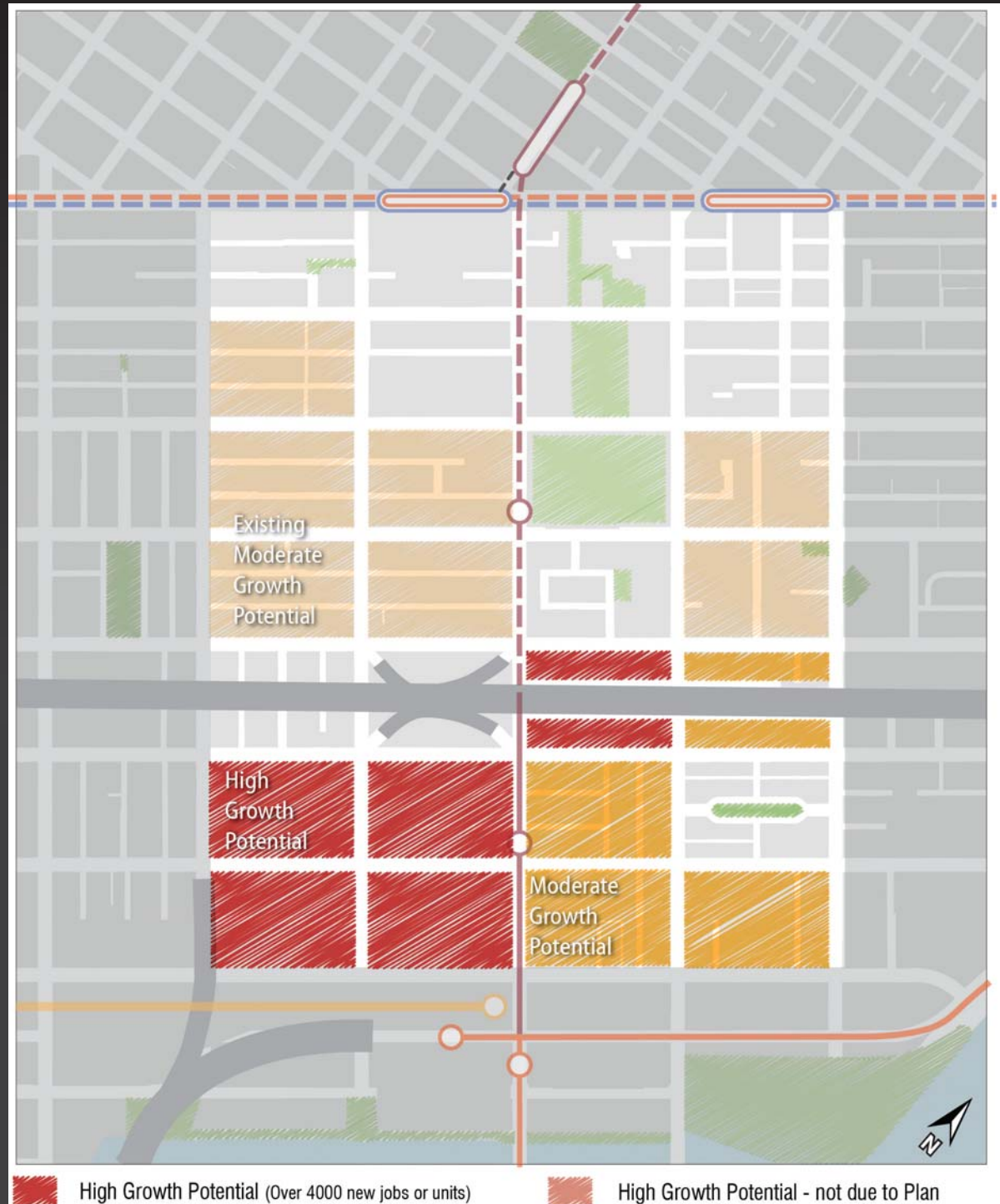
- Maintain heights and zoning in many areas
- Continue protecting existing residents from displacement
- Allow a diversity of new uses in the area
- Require ground floor retail along Folsom and Fourth Streets
- Restrict heights to maintain sunlight along alleys
- Protect historic buildings and districts and work to maintain “character” buildings



Step 4

Strategically Enable Growth:

- Focus new development on large, underutilized sites
- Focus higher heights nearest to transit



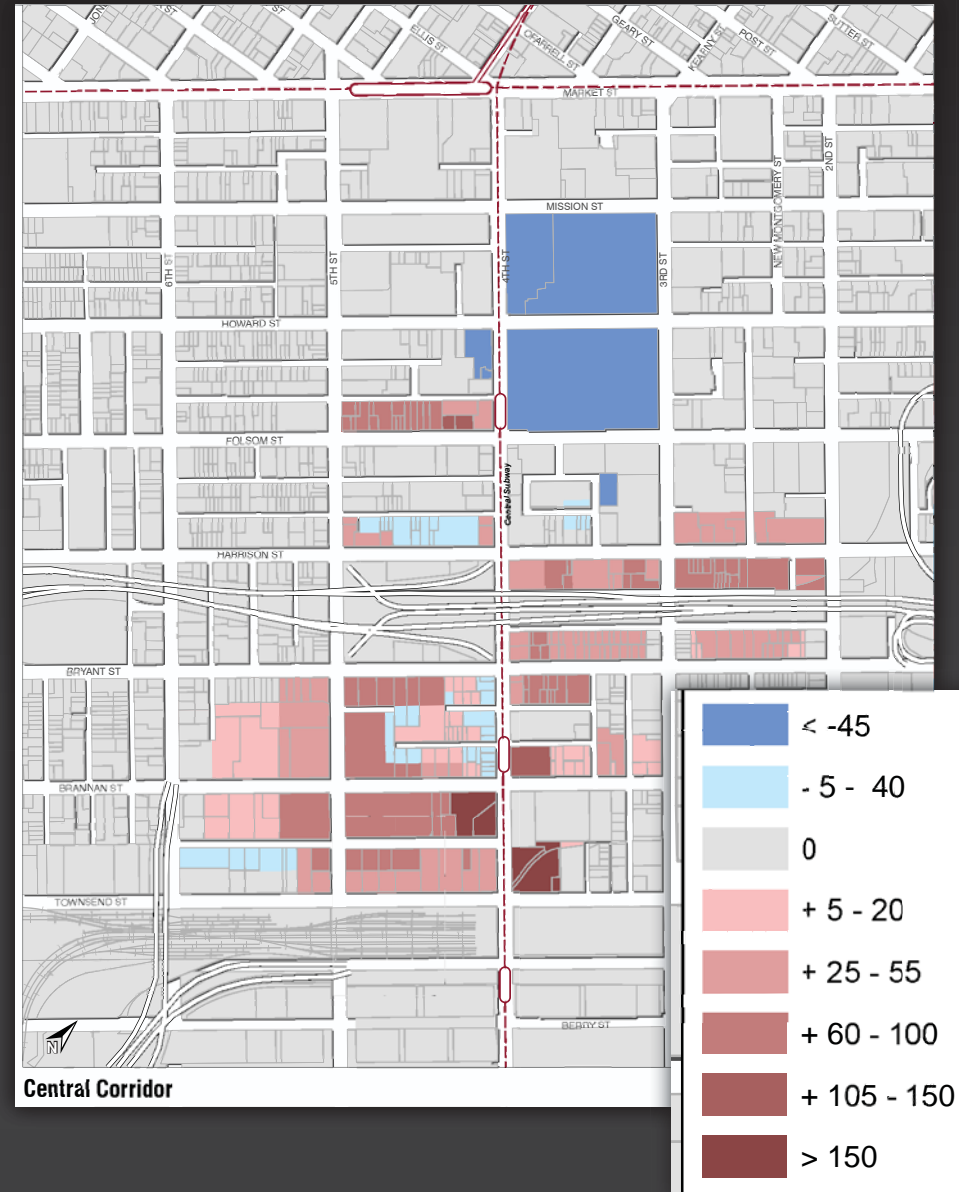
Maximum Buildout Capacity

Assumes 75% of full buildout through 2040

	Housing Units	Jobs
What's on the ground today	8,700	50,000
What could be built under existing zoning	~ 8,200	~ 19,000
What additionally could be built based on the Central Corridor Plan	~ 2,500 to 4,600	~24,000 to 36,000

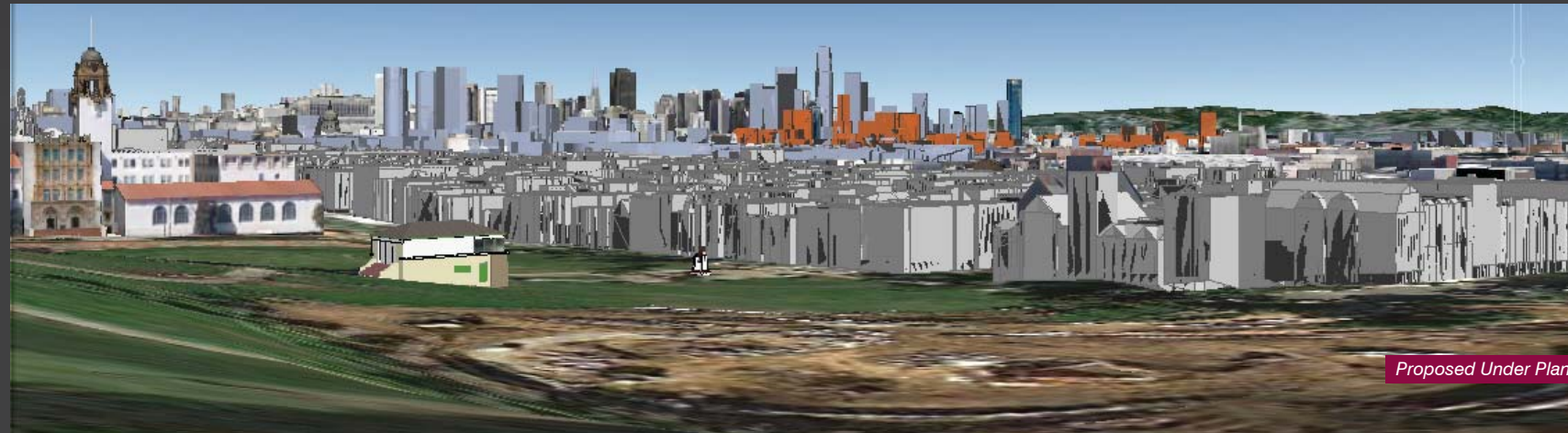
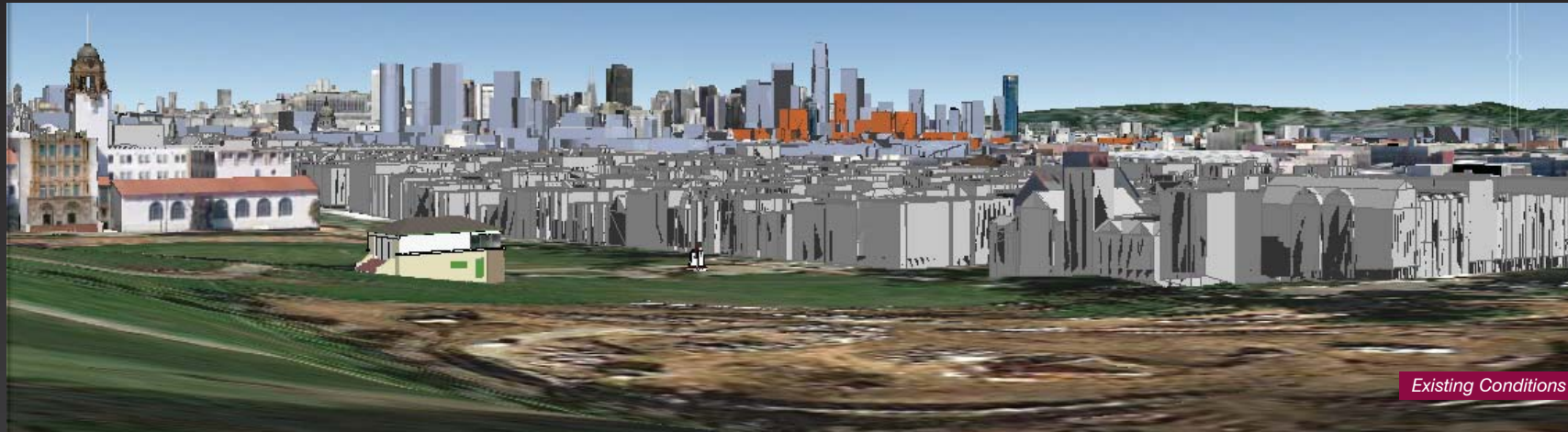
Change to Height Limits: Proposed Mid-Rise Alternative

- Major street frontages at 65'-85' base
- Sculpting along alleys and near open spaces
- Large-floorplate mid-rise buildings up to 130' in key growth areas
- 180' - 320' emphasis at stations, particularly at 4th/Brannan and 4th/Townsend
- High-Rise Alternative the same except taller towers on a handful of site



Urban Form

VIEW FROM DOLORES PARK (20TH/CHURCH)



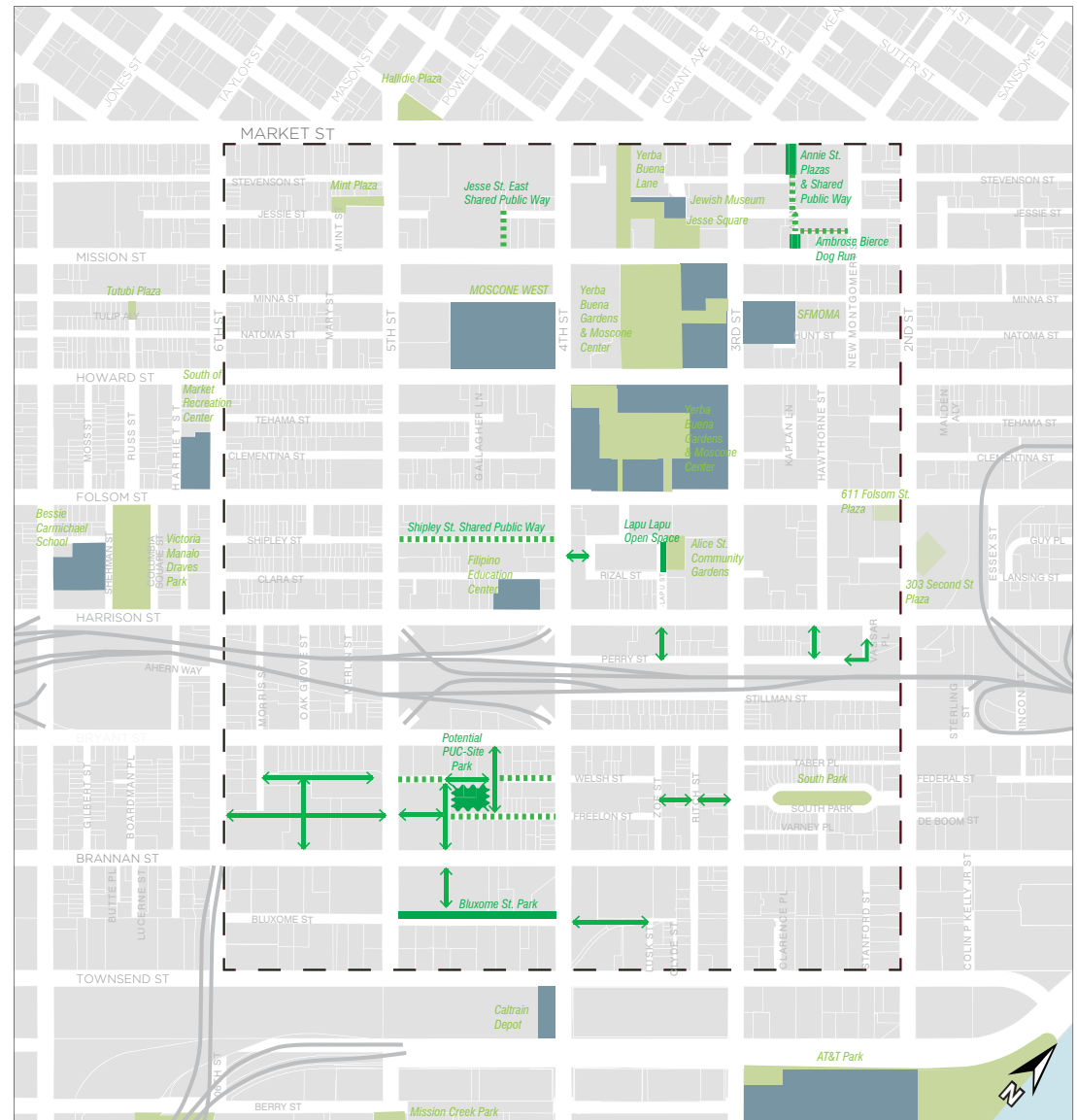
Open Space

North of freeway

- Traffic calming and greening of the alley network
- Carry forward elements of the Yerba Buena CBD Street Life Plan

South of freeway

- Traffic calming and greening of the alley network
- Opportunities for larger green spaces: linear park on Bluxome Street, “South Park west” on PUC lot



OPEN SPACE OPPORTUNITIES



High Priority Potential Mid-Block Connection

In addition to the connections shown on this map, mid-block connections are required to be provided by all projects with 300 linear feet of street frontage and are encouraged on lots with more than 200 feet of frontage. In general, mid-block connections shall be promoted to break up large blocks throughout the plan area. On smaller lots, new development proposals should consider using any required open space to expand or link together this network of mid-block connections.

High Priority Potential Shared Public Ways

Additional small streets and alleys may be candidates for shared public way design.

Project Boundary

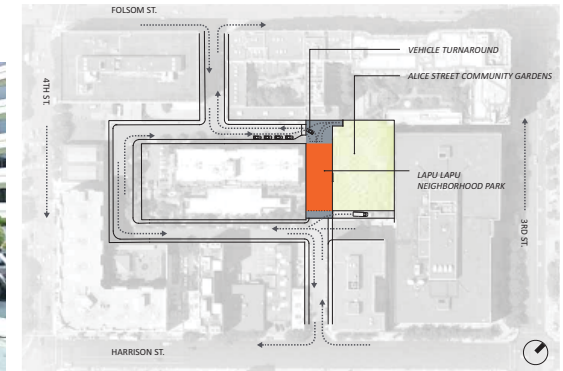
Open Space

Yerba Buena CBD Street Life Plan

- Draft Central Corridor Plan carries forward several open space proposals in the YBCBD Street Life Plan, including conversion of part of Lapu-Lapu Street to pedestrian space.



Lapu Lapu Park Rendering and Schematic Plan View from the Yerba Buena Street Life Plan





THE YERBA BUENA STREET LIFE PLAN

The Yerba Buena Street Life Plan was released in August 2011 by the Yerba Buena Community Benefit District (YBCBD). The plan outlines a program of 10 years of public realm improvements for the Yerba Buena district, roughly bounded by 5th, Market, 2nd, and Harrison Streets.

The planning process for the Yerba Buena Street Life Plan began in October 2010 and lasted seven months. The community-based design process was led by the YBCBD in collaboration with CMG Landscape Architecture, Sherwood Design Engineers, and Nelson\Nygaard Consulting Associates. Although not an official plan of the City & County of San Francisco, significant outreach and input was provided to the plan team by City agencies, including the Planning Department.

Public realm projects proposed in the plan range in size and scope, from way-finding signage to creation of new public open spaces on underutilized roadways. The Central Corridor Plan supports these proposals, and also incorporates a majority of the more significant public realm improvements into this Plan's recommendation and environmental review. For more information on these projects download the Yerba Buena Street Life Plan at: www.ybcdbd.org/yerba-buena-street-life-plan

1.2 Investigate opportunities to create additional open space amenities on Lapu Lapu Street, adjacent to the Alice Street Community Gardens.

Lapu Lapu Street is a short, narrow residential street running adjacent to the Alice Street Community Gardens. The configuration of adjacent streets, which form a two-way loop, presents an opportunity to repurpose Lapu Lapu Street between Bonifacio Street and Rizal Street while maintaining necessary vehicular access throughout the interior of this block.

The Yerba Buena Street Life Plan calls for the conversion of this segment into a small neighborhood park that expands on the success of the Community Gardens.

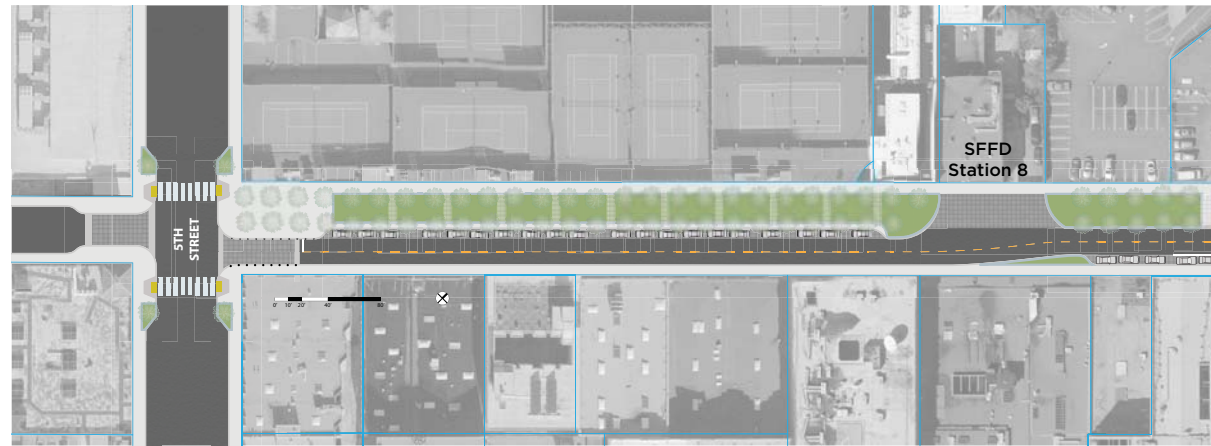
Alternative concepts could include maintaining traffic along Lapu Lapu but repurposing the parking-lane adjacent to the community gardens to create a dog run or other amenities. The conversion of the interior block streets into a one way traffic loop could further free up room for expanded sidewalks and other traffic calming measures.

A focused community design process is recommended to further develop open space ideas for this block and select a preferred design.

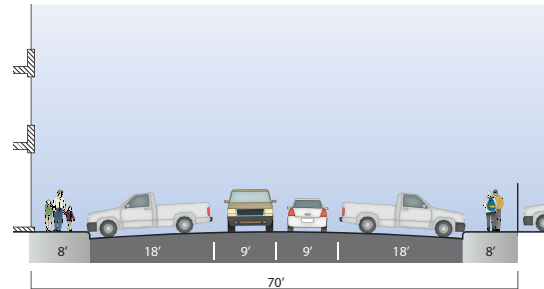
Open Space

Bluxome Street, 4th to 5th Linear Park

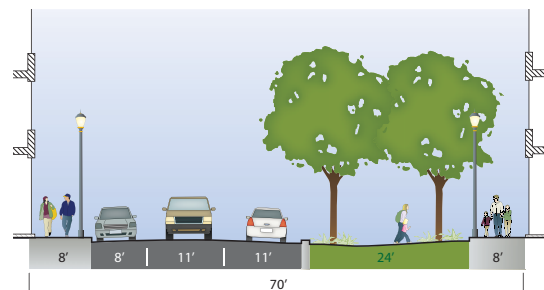
- 70' wide, but functions as an alley.
- Adjacent to major opportunity sites - existing and new buildings can directly activate park.
- Similar dimensions to Spear Street in Rincon Hill.



Conceptual Plan View of Bluxome Street Linear Park



Existing Bluxome Street Section View - Looking West



Proposed Bluxome Street Section View - Looking West

- 1.4** Repurpose the excess right-of-way on Bluxome Street between 4th and 5th Streets as a new linear open space.

Bluxome Street between 4th and 5th Streets offers an opportunity to repurpose underutilized street right-of-way as a new park. Bluxome Street is functionally an alley and does not serve major circulation purposes, but is extraordinarily wide (70') compared to other SoMa alleys (typically 35'-40'). The 70-foot wide street right-of-way is currently devoted primarily to angled parking.

Rebalancing the right-of-way allocation by expanding the pedestrian area on one side of the street and consolidating the vehicular area to two lanes of traffic and one parallel parking lane would allow nearly one-half acre of open space to be created on the block. Future collaboration between the City and the community can determine the design and use of this open space. Some preliminary ideas already discussed include incorporation of urban agriculture or other design elements that enhance and celebrate the area's function as an Eco-District.

Open Space

Bryant/Brannan/4th/5th Block - “South Park West”

- SFPUC site - continue to discuss with PUC staff and management.
- Adjacent to major opportunity sites - existing and new buildings can directly activate park.
- Central block location offers protection from traffic and noise of major arterials. SFDPH favors this central-block location vs. alternative arrangement.

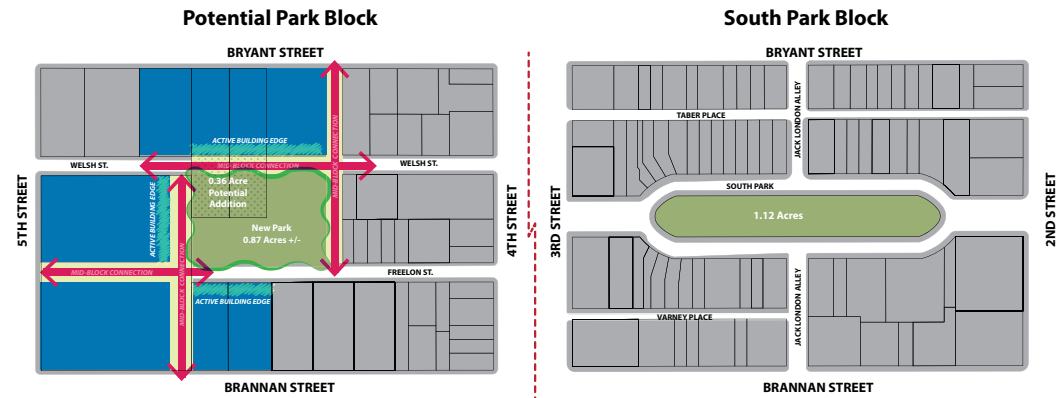


Diagram Showing Potential PUC-site Park Block in Relationship to South Park

1.3 Continue studying the potential to convert the San Francisco Public Utilities Commission's property at 639 Bryant Street into a new public open space.

The portion of the study area south of I-80 has been identified in previous planning efforts as being in particular need of new open space acquisition. This Plan's analysis of publicly-owned parcels identified the San Francisco Public Utilities Commission (SFPUC) 1.38-acre property at 639 Bryant Street as a potential open space acquisition site.

Currently the SFPUC uses the majority of the site for storage of street light poles and fixtures, primarily in an open lot. The construction of a new rail station adjacent to this block and the on-going transition of the immediate surrounding area from light industry to higher density office and housing offers an opportunity for the City to re-evaluate whether this is the appropriate location for such a low-intensity industrial facility.

The Planning Department has initiated discussion with the SFPUC about converting a portion of the lot into a new mid-block open space. The SFPUC would have to be adequately compensated for the property and for

relocation of the existing uses to another feasible site in the City. Adjacent SFPUC-leased property and one or more private parcels should also be considered for incorporation into this project pending further investigation and negotiations.

The Planning Department has also initiated a health assessment from the San Francisco Department of Public Health (DPH) to ascertain the benefits and challenges of locating a park in this location. Although air-quality is, in general, an issue anywhere near I-80, initial review by DPH has determined that the health benefits of locating a park in this open space-deficient area far outweigh any potential drawbacks, and that the central-block location provides a buffer from the noise and safety issues of the area's major arterial streets.

Determining the specific dimensions, design, and amenities within this open space is beyond the scope of the Central Corridor Plan and would involve a new community planning process.

On the following pages some basic parameters are recommended for the site, should the City move forward with this concept.

Open Space

Bryant/Brannan/4th/5th Block - “South Park West”



Street Network

Configure streets to meet
the needs of existing and
future population

CENTRAL CORRIDOR



Street Network Objectives

- Provide a safe, convenient and attractive walking environment on all streets in the Plan area.
- Configure transit routes to adequately serve the area and redesign streets that serve transit to lessen the impact of traffic on transit performance.
- Make cycling an attractive transportation option throughout the Plan area for all ages and abilities.
- Employ Transportation Demand Management measures to encourage mode-shift away from private automobile usage.
- Accommodate regional and through traffic on a limited number of streets where necessary, but reduce the impacts of such traffic on local livability and circulation.

Street Network Proposals

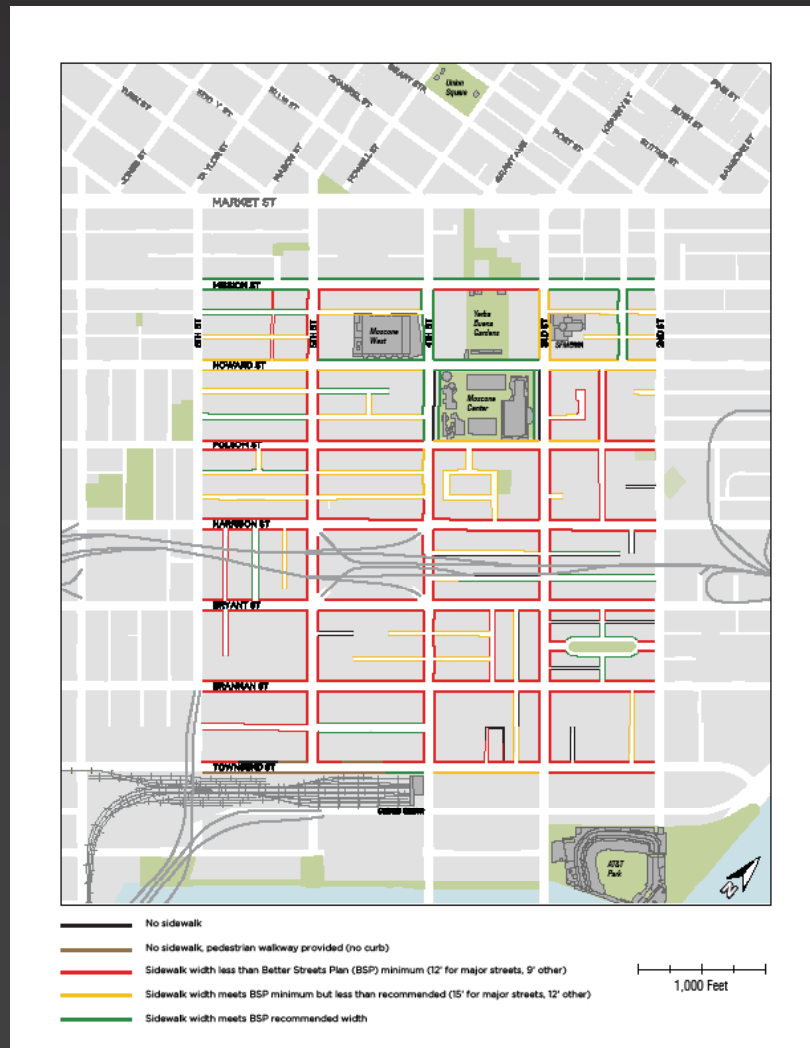
Developed in collaboration
with MTA staff

CENTRAL CORRIDOR

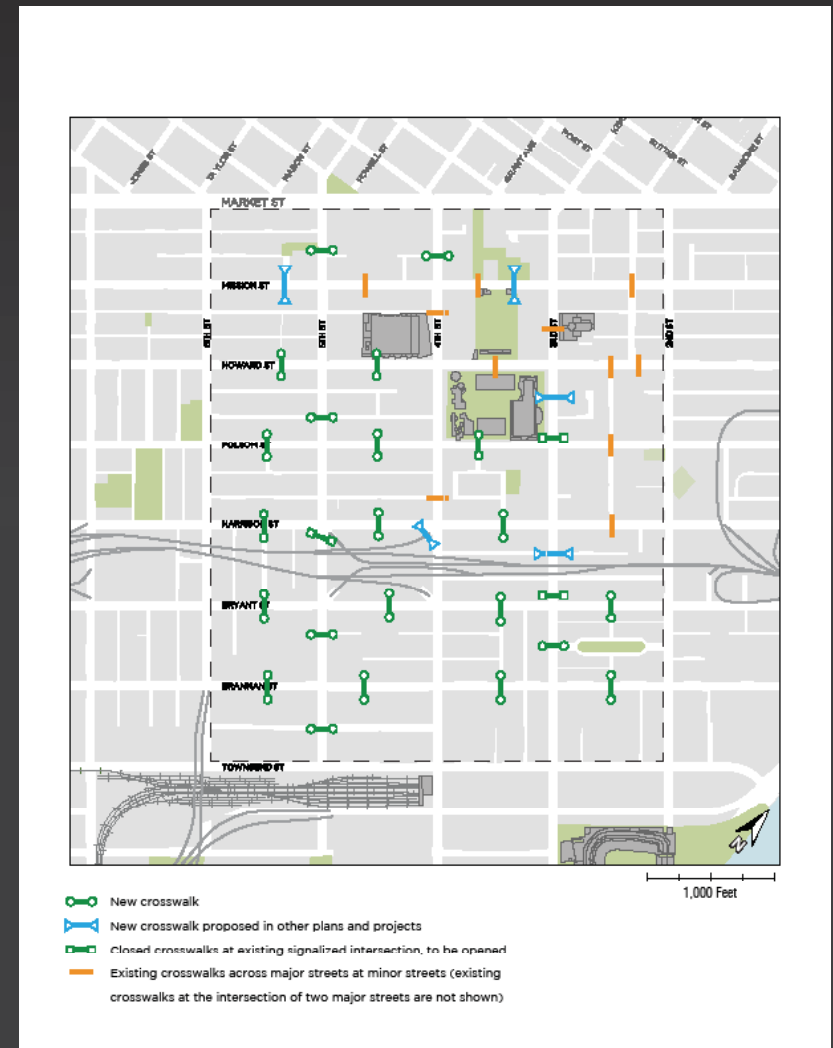


Pedestrians

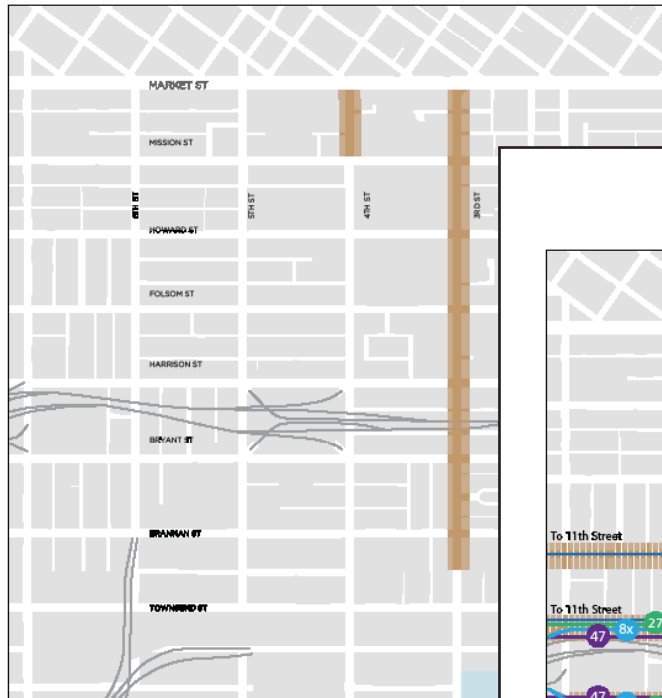
Existing sidewalks



Proposed new crosswalks



Transit

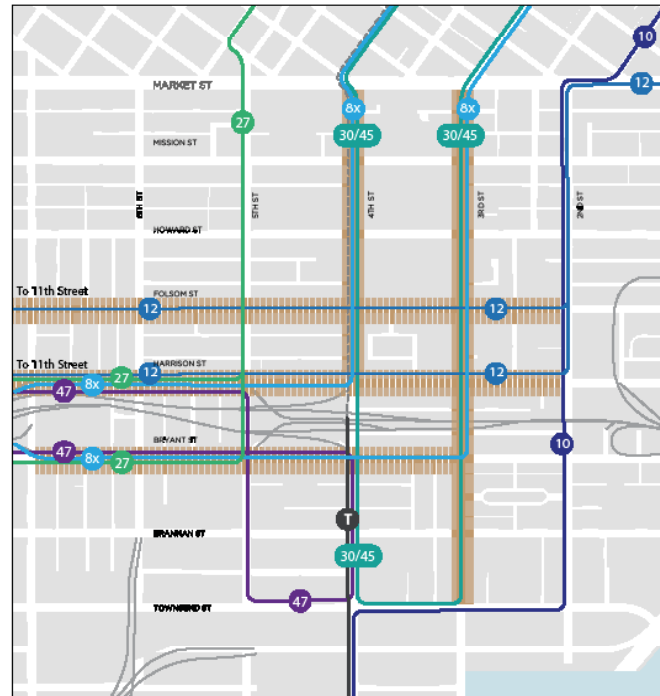


Existing dedicated transit lanes*

* Note: Existing and planned dedicated transit lanes on Mission and Market Streets and north of Market Street are not shown.

Proposed transit-only lanes

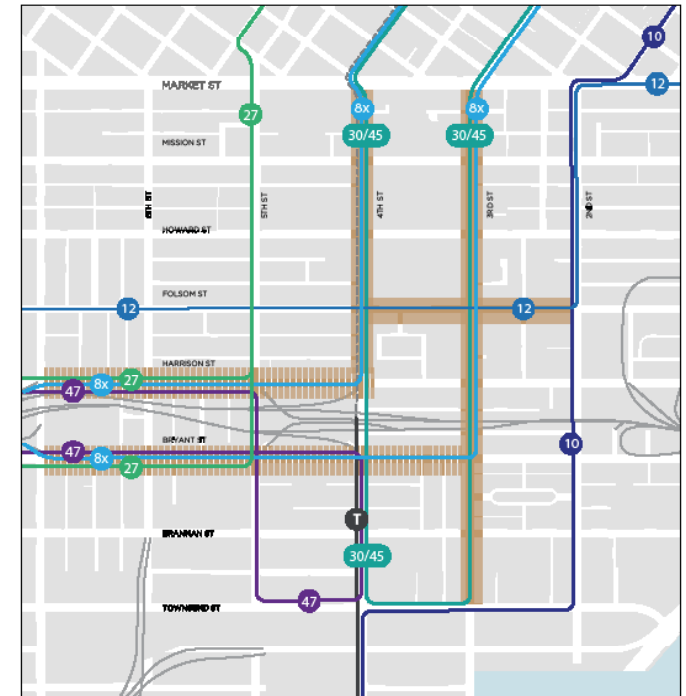
One-way Howard/Folsom



Full-time dedicated transit lane

Peak period dedicated transit lanes

Two-way Howard/Folsom

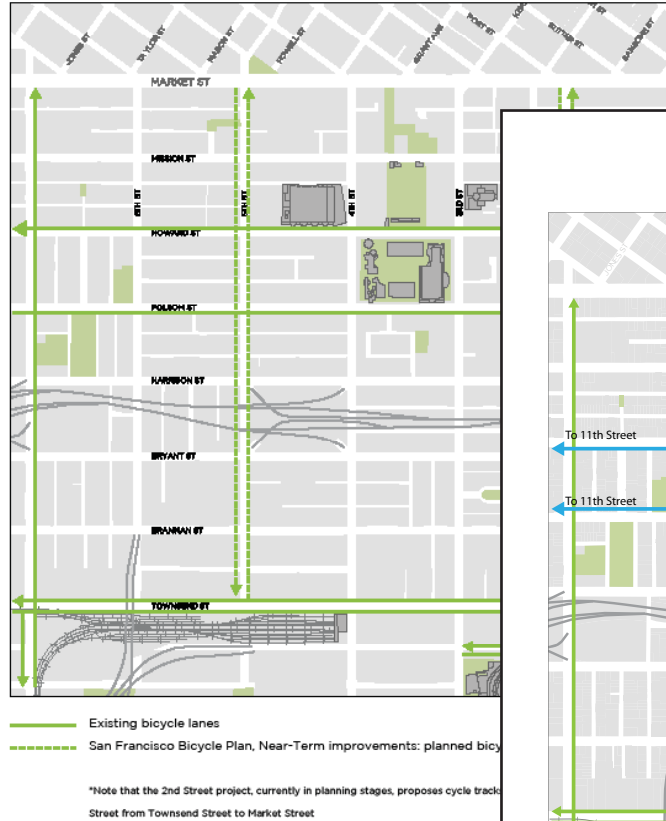


Full-time dedicated transit lane

Peak period dedicated transit lanes

Existing transit-only lanes

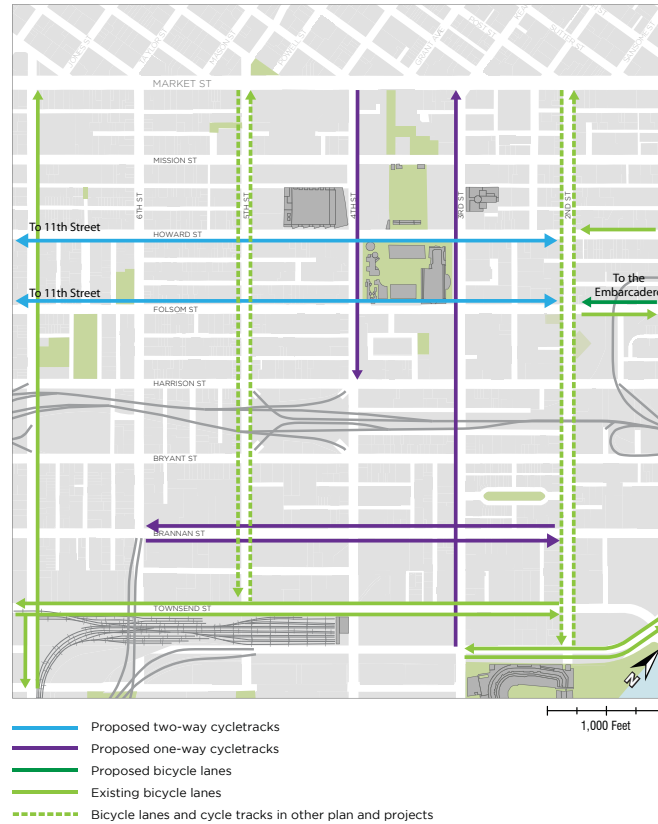
Bicycles



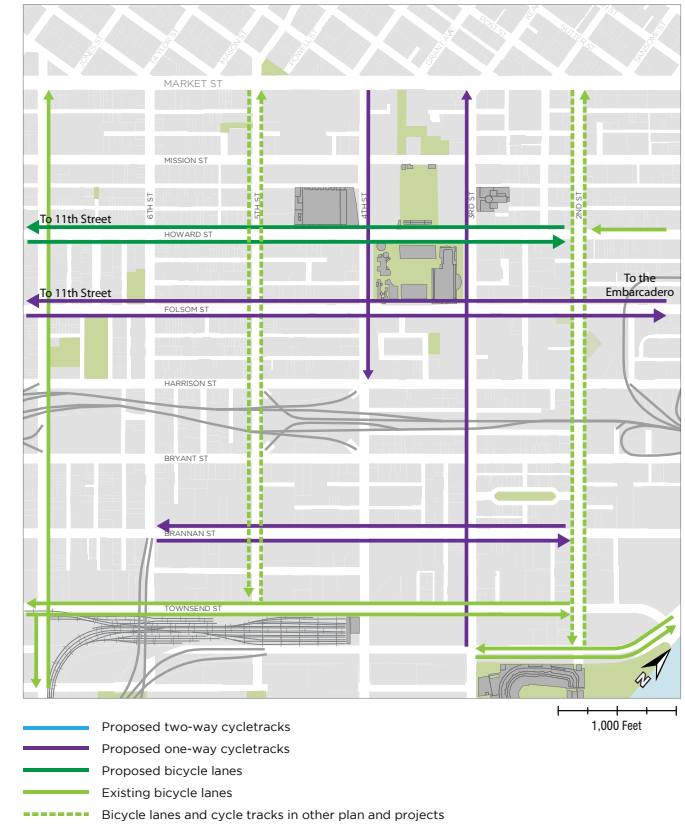
Existing bicycle lanes

Proposed bicycle lanes

One-way Howard/Folsom



Two-way Howard/Folsom



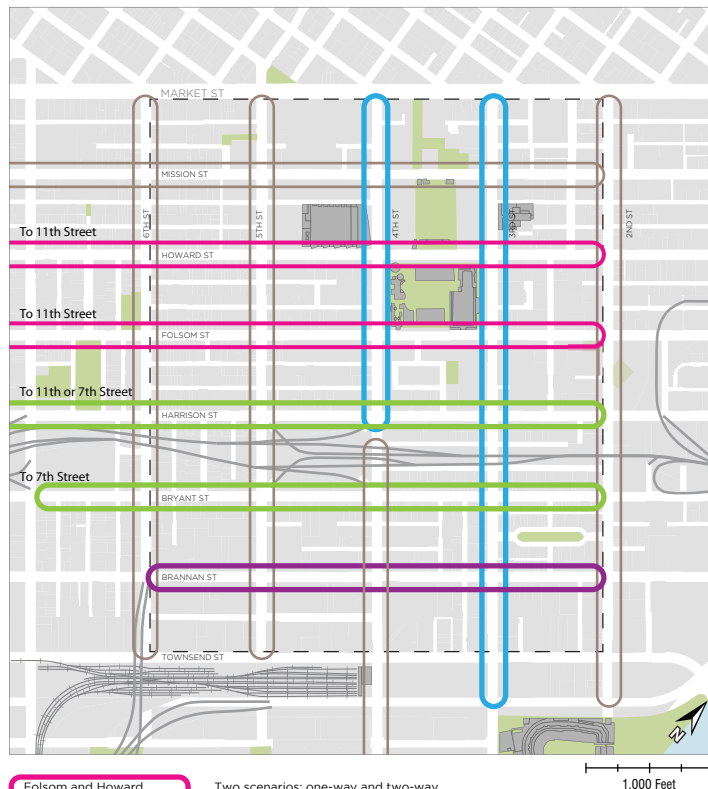
Re-designing Streets

Improve function for transit, walking, biking, sociability

Changing neighborhood character, livability

Central Corridor Plan: Major Streets

DRAFT 01/17/2013



- Folsom and Howard Two scenarios: one-way and two-way
- 3rd and 4th (north) Wider sidewalks, upgraded and extended transit lanes, cycle tracks, lane reduction
- Harrison and Bryant Wider sidewalks, transit lanes
- Brannan Wider sidewalks, cycle tracks, lane reduction
- 2nd, 4th, 5th, 6th, Mission Streets primarily addressed in other plans and projects

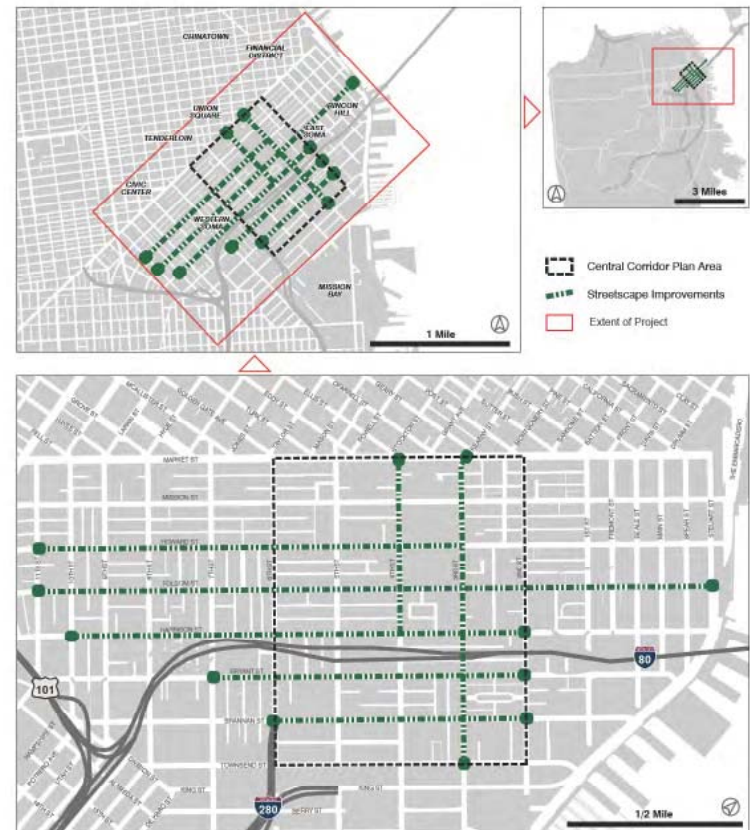


Figure 1
Central Corridor Plan Area Boundaries

Case No. 2011.1356E

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Central Corridor Area Plan Project Description

Folsom Street

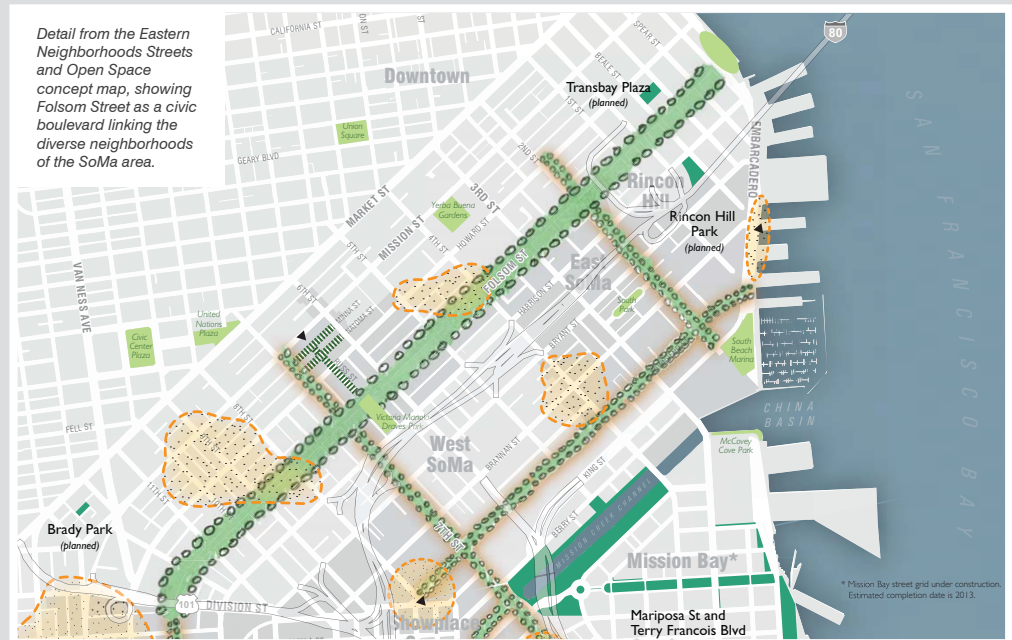
- EN process identified Folsom Street as a Civic Boulevard linking diverse SoMa neighborhoods.
- Draft Central Corridor Plan developed two options based on EN-TRIPS concepts.
- Central Corridor Plan EIR will study both options between the Embarcadero and 11th Street.

FOLSOM AND HOWARD STREETS

The Eastern Neighborhoods Plans, adopted in 2008, outline opportunities for increased housing and new development throughout the eastern third of San Francisco. These Plans also include a vision for changes in the transportation network to support the proposed land use changes. Transforming Folsom Street into a civic boulevard is a key component of this vision.

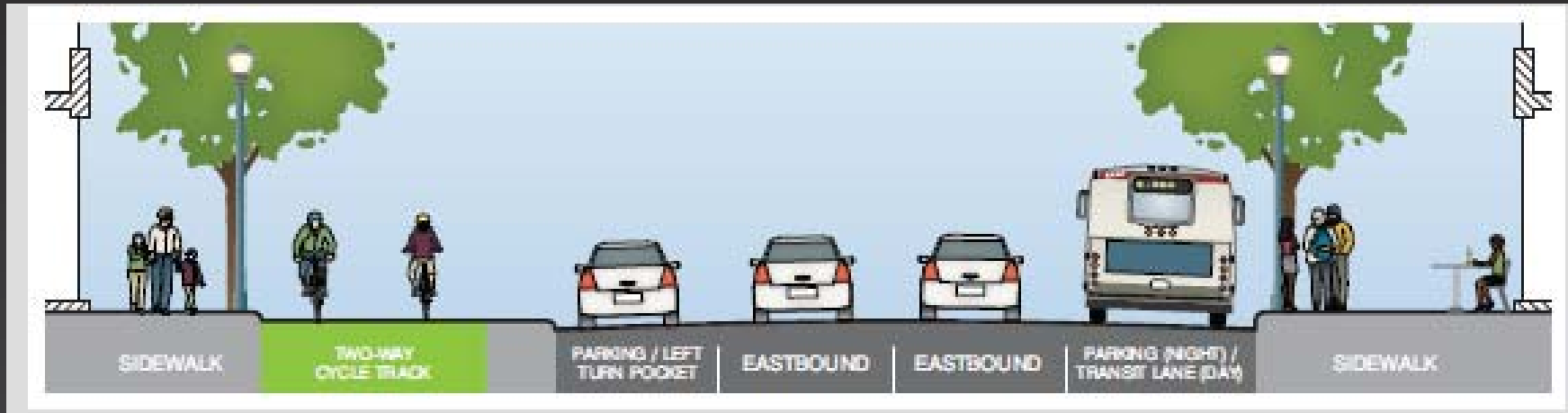
The Eastern Neighborhoods Transportation Implementation Planning Study (EN TRIPS), concluded in 2011, began to advance this vision by focusing on several key corridors, including the portion of the Folsom and Howard Street one-way couplet between 5th and 11th Streets. EN TRIPS developed and evaluated several potential concepts for these street segments, and created conceptual designs for the concepts deemed most promising.

As part of the Central Corridor planning process, Planning Department and MTA staff have built on concepts developed by EN TRIPS to form two scenarios for the central SoMa street network including Howard and Folsom Streets from 11th Street to the Embarcadero. The first scenario keeps one-way operations on both Howard and Folsom Streets, while the second scenario converts both streets to two-way operations. In both scenarios, the pedestrian realm is strengthened with wider sidewalks, shorter and more frequent crossings, landscaping, and sidewalk furnishings. Both scenarios include features that increase transit speed and reliability, as well as upgraded cycling facilities. Since the trade-offs reflected in each scenario may differ significantly, the Central Corridor planning process will analyze both scenarios in its Environmental Impact Report.



Folsom Street

One-way alternative



Two-way alternative

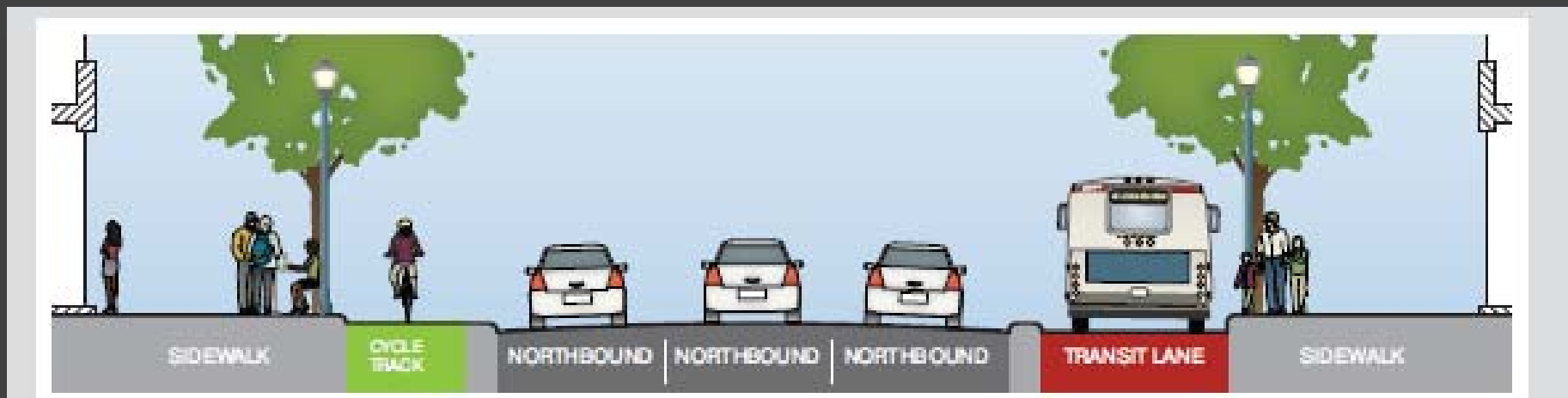


3rd Street

3rd Street: Existing



3rd Street: Proposed



Also: 4th, Howard, Harrison, Bryant, Brannan...

NEXT STEPS

March 2013: Publish Draft Plan for Public Review

Initiate EIR

Summer 2013 thru Mid-2014: Refine and develop detailed controls and design guidelines:

Monthly public topical roundtables

Mid-2014: DEIR publication

TOPICS INCLUDE:

- Land use issues such as displacement and development capacity
- Urban form issues such as bulk and design controls
- Public realm issues such as designing the proposed park
- Implementation issues such as prioritizing infrastructure investment

An aerial photograph of a dense urban area in San Francisco, showing a mix of low-rise and mid-rise buildings, streets, and a multi-lane highway on the left. The text 'THANK YOU' is overlaid in the center.

THANK YOU

<http://centralcorridor.sfplanning.org>