

WRONG!



PROPOSED MOSCONE CENTER EXPANSION PROJECT

Yerba Buena Is A Gardens - Not An Airport!

Moscone - Existing Conditions



Moscone - Two Level Expansion Project

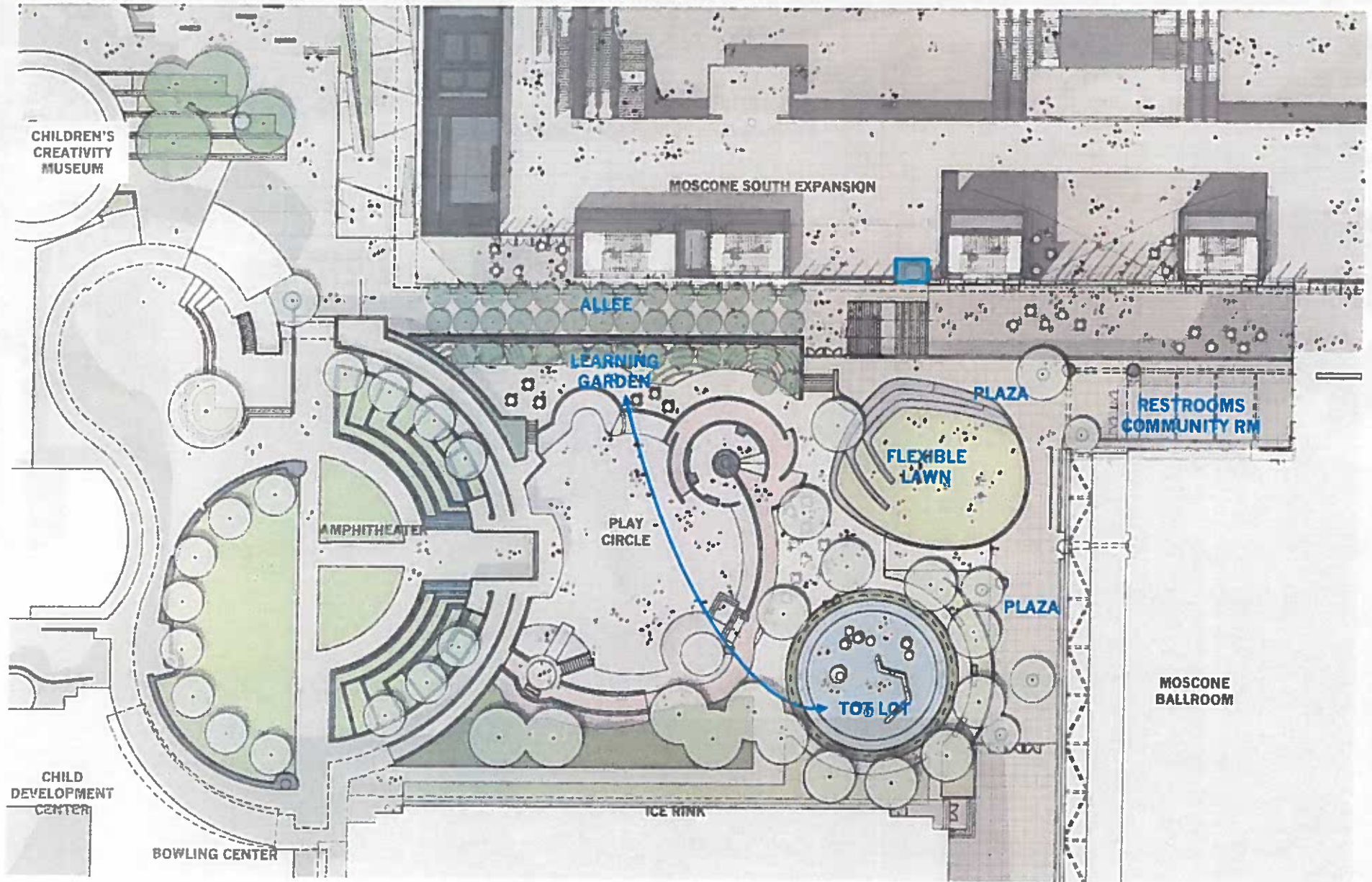


Moscone - One Level Expansion Project





PROPOSED VIEW FROM CHILDREN'S PLAYGROUND



SECTION III THE ANSWER: THE YERBA BUENA GARDENS CONSERVANCY

QUESTIONS TO ANSWER NOW

? STRUCTURE ?

- What **new organization** will take over the future operation of Yerba Buena Gardens, and all the related responsibilities?
- Who will **make the decisions** for that organization?
- Who will **do all the work**?
- What will be the **role of City Government** in the future of Yerba Buena Gardens?

\$ FUNDING GAPS \$

- The Gardens funding revenues are about **\$1,000,000** less per year than needed. What new sources can close that gap?
- The Gardens will also need at least **\$30,000,000** over the next 30 years for major renovations to all its buildings. What source can provide those funds?

A COMMUNITY-ENGAGED FUTURE

A newly-created civic nonprofit organization can become the future operating and management organization for the Gardens: **The Yerba Buena Gardens Conservancy.**



It would **master lease** all the Gardens properties from the City. The City has done this before with other unique City properties, like the San Francisco Produce Terminal.



It would be **governed by a Board of Directors** made up of Gardens stakeholders along with community and civic leaders.

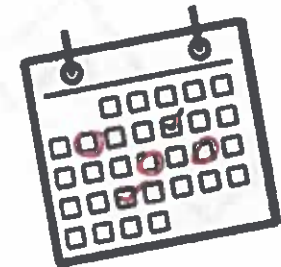
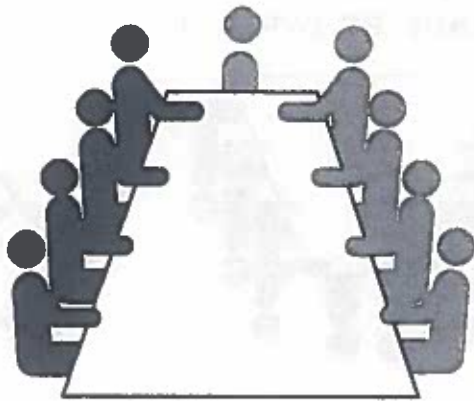


It would have its own **small administrative staff** and continue to contract for Gardens maintenance, operations, and security services as now.



It would follow all the City's open meeting rules and contract bidding procedures, and comply with all the City's labor and human rights policies.

THE CITY'S CONTINUING ROLE AS "SPONSOR" OF THE GARDENS



As owner of the Gardens properties and the Conservancy's landlord, **the City will always have ultimate authority** to ensure the Gardens' proper management and governance.

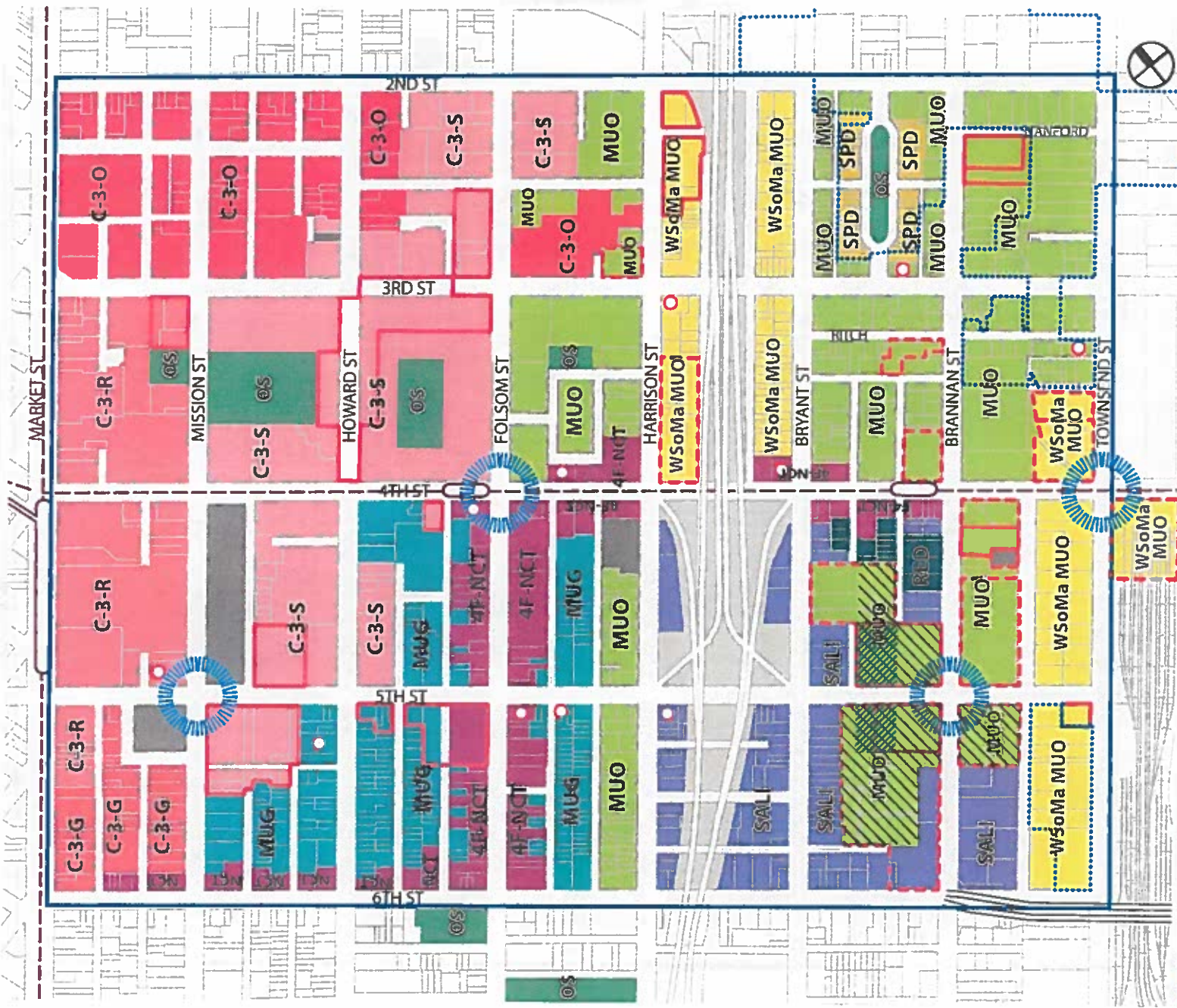
The City would **appoint up to 45%** of the Conservancy's governing Board of Directors.

The City would **audit** the Conservancy's operations and finances annually, and **enforce** the agreements with the several developments that fund the Gardens.

City agencies would provide **key technical support** services when needed.

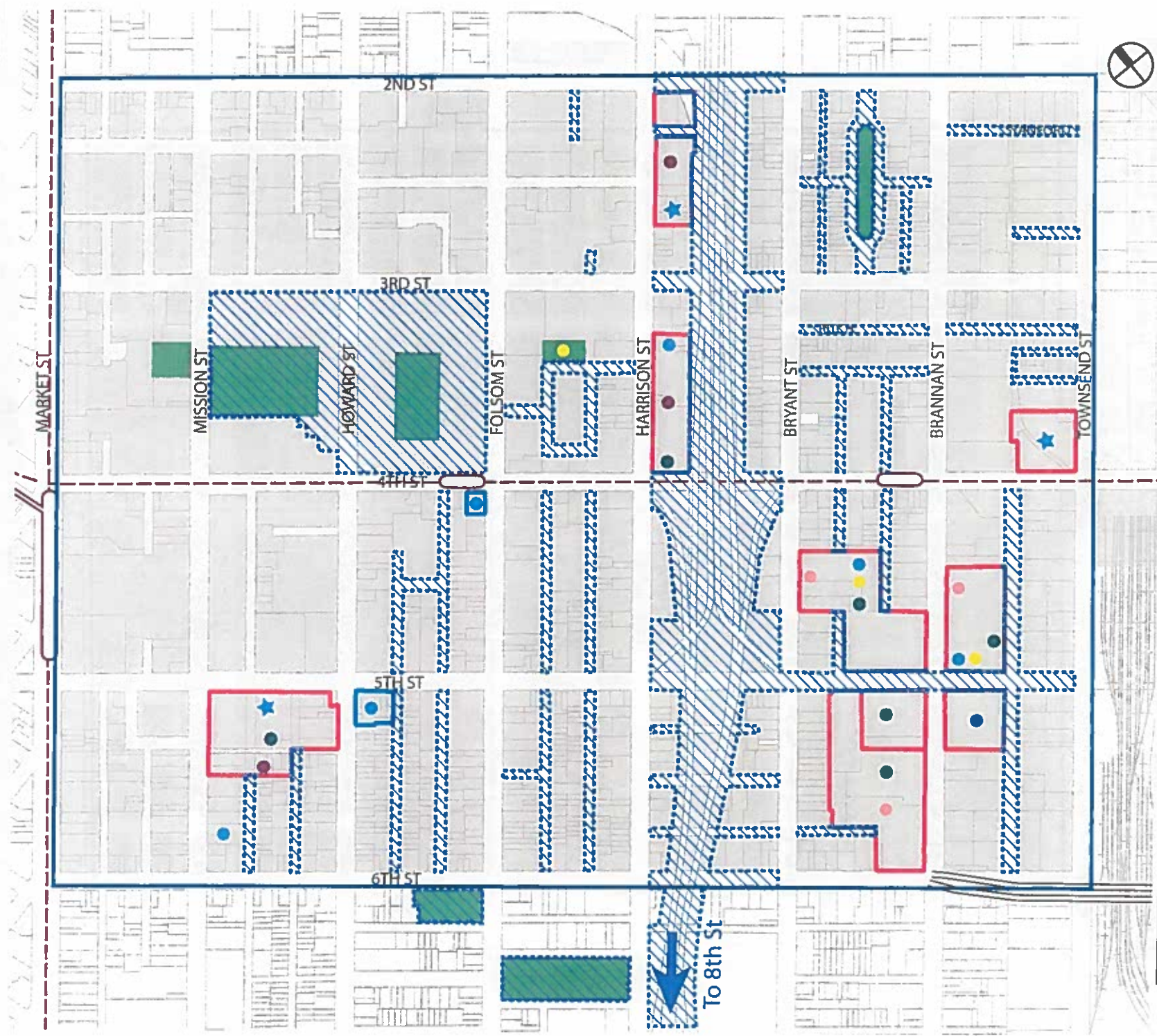
Day-to-day Gardens events and schedules would continue to be **coordinated** with Moscone Convention Center.

TODCO Group Central SOMA Community Plan Proposed Zoning



<ul style="list-style-type: none"> Anchor Intersections Height Determined by Shadow Study Existing or Proposed Historic Districts 	<ul style="list-style-type: none"> Likely Infill Development Sites Under 1/2 Acre Priority Commercial Development Sites Over 1/2 Acre Entitled / Proposed Major Development Sites 	<ul style="list-style-type: none"> - FAR=2 for MUO Lots < 1/2 Acre - FAR=4 for MUO Lots > 1/2 Acre - FAR=4 to 7.5 for WSoMa MUO
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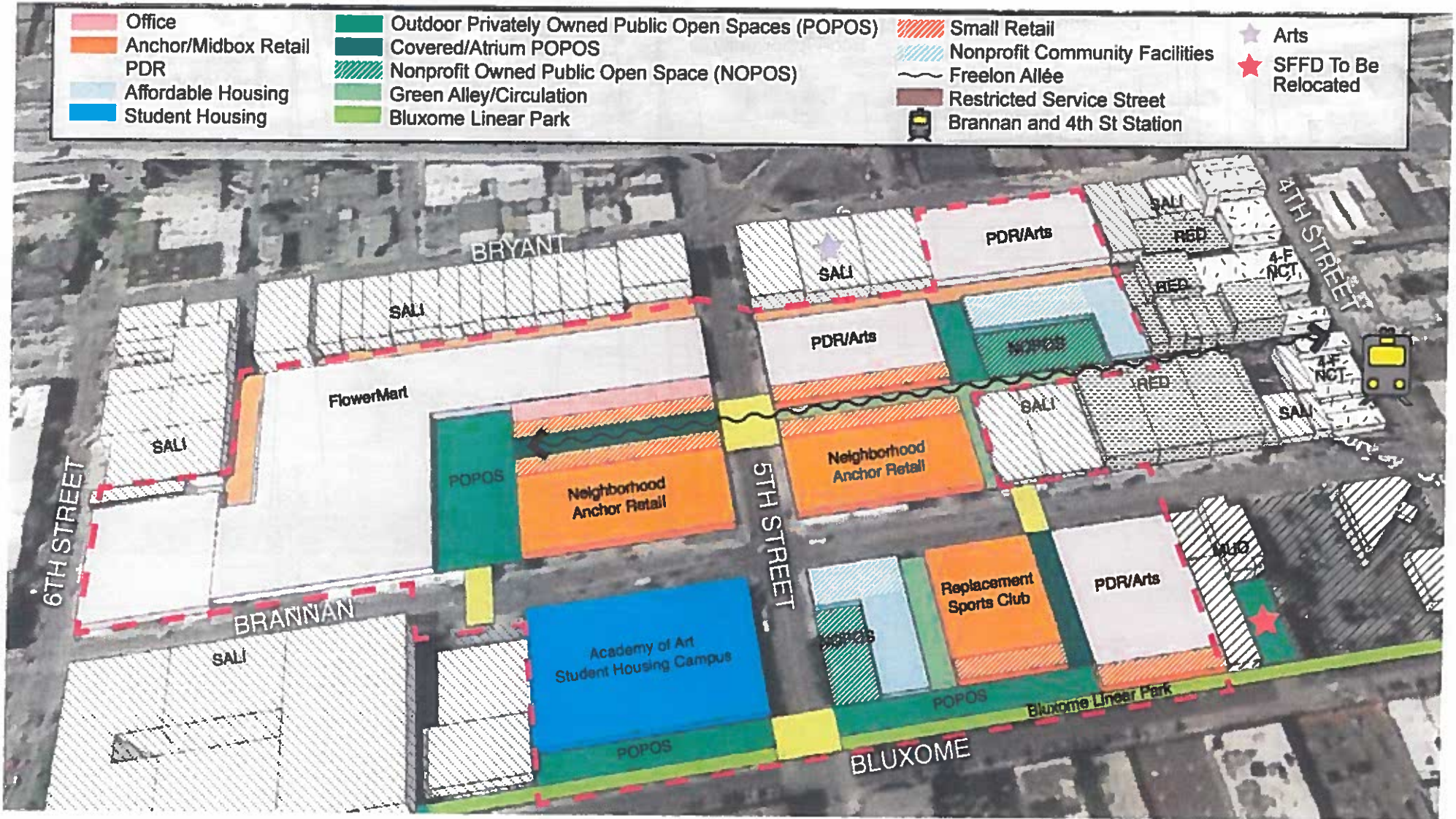
TODCO Group Central SOMA Community Plan South of Market Eco Development District



<ul style="list-style-type: none"> Public Property District Improvements (not C-3) Existing Open Space Major Development Sites 	<ul style="list-style-type: none"> Affordable Housing Sites 33% Inclusionary Housing Student Housing
<ul style="list-style-type: none"> Community-Building Ingredients: Affordable Arts Space Affordable PDR Community Gardens Atriums/POPOS 	<ul style="list-style-type: none"> Affordable Housing Sites 33% Inclusionary Housing Student Housing

5th and Brannan SUD Master Plan | SEPTEMBER 2015 UDPATE

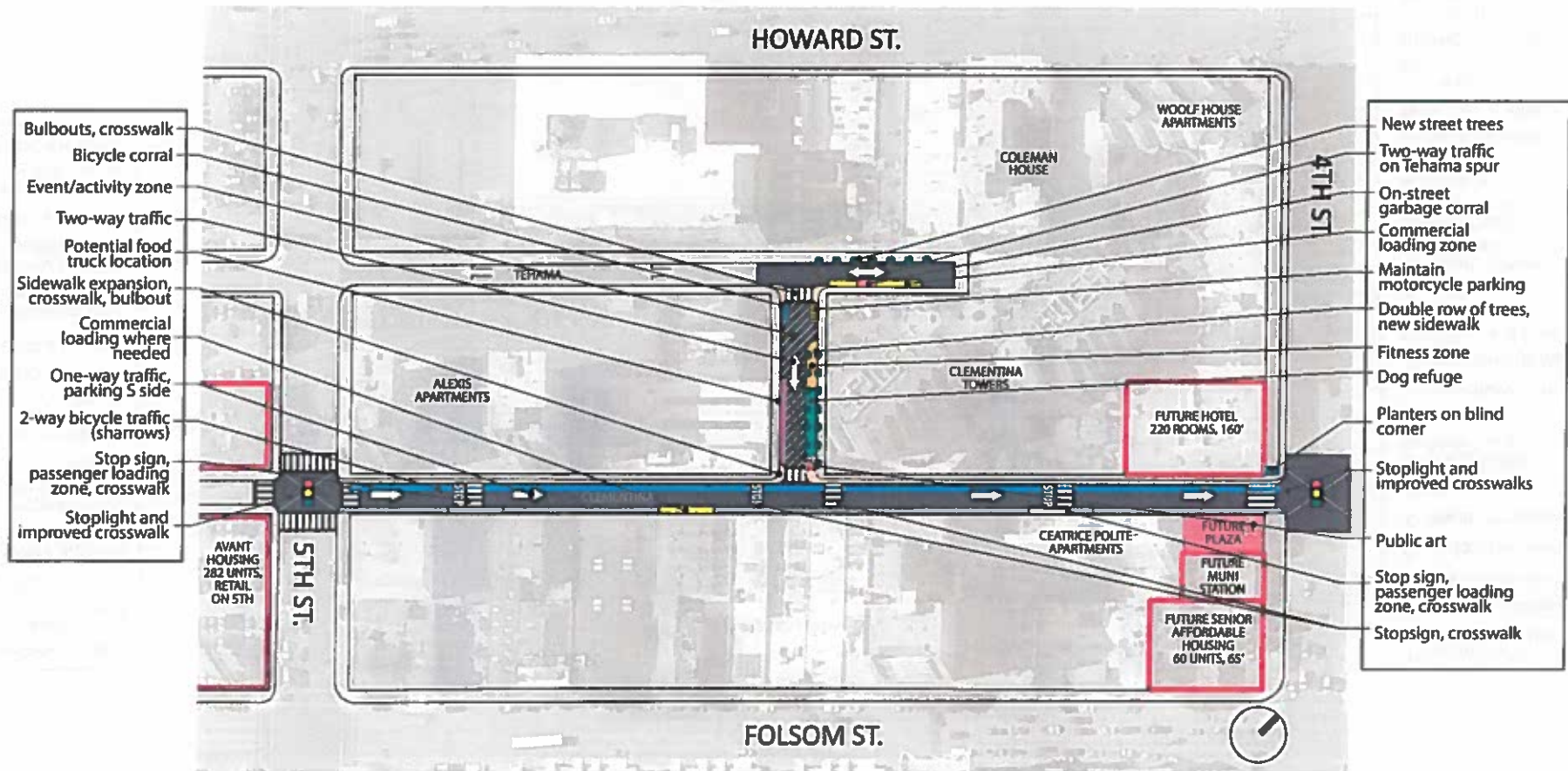
Site Plan and Ground Floor Diagram



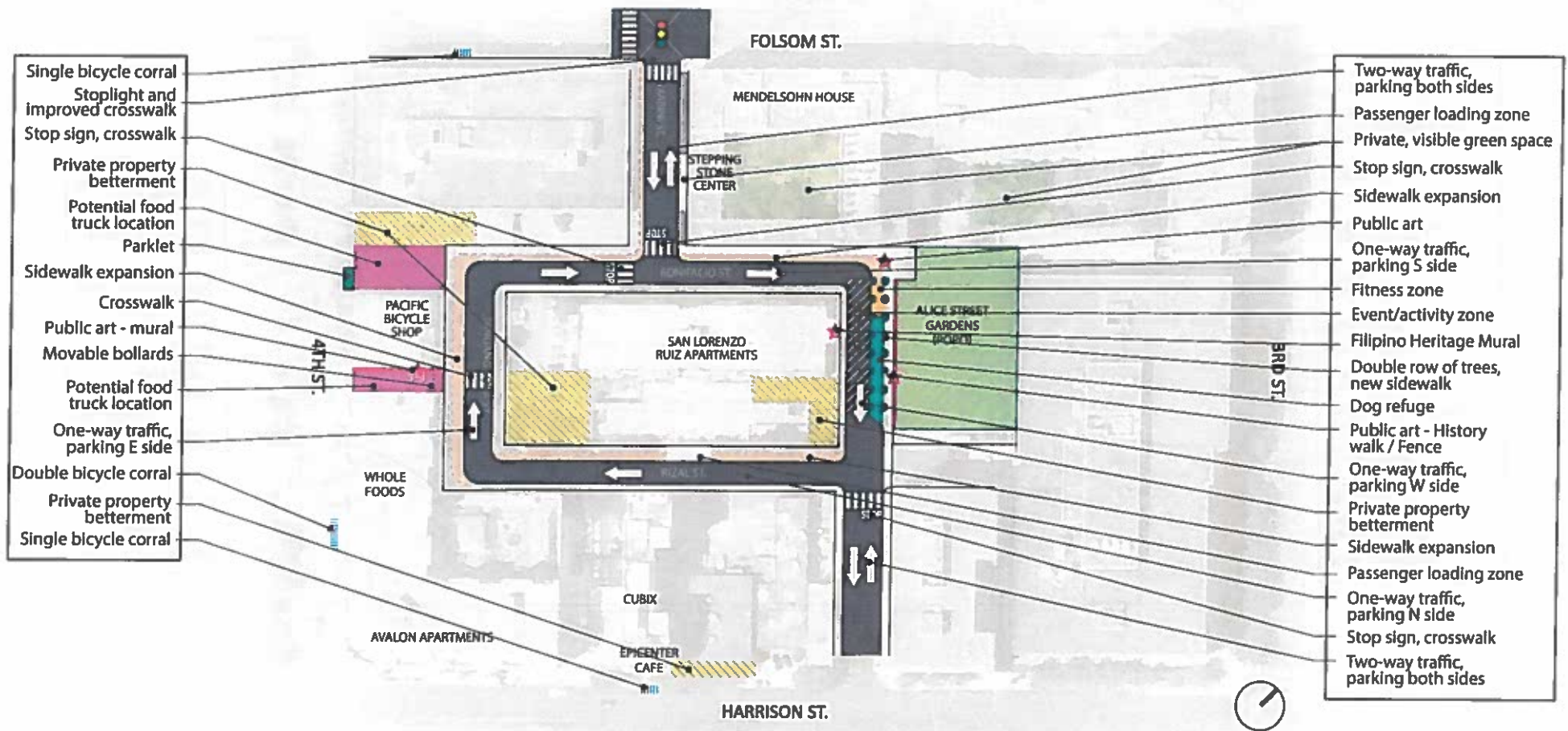
	Service, Arts, Light Industrial (SALI)
	Residential Enclave District (RED)
	4th & Folsom Neighborhood Commercial (4-F NCT)
	Mixed Use Office (MUO)

NOTE: Lobbies / Service Areas Not Depicted

Clementina Alley and Gallagher Lane A Special Opportunity for Neighborhood Building

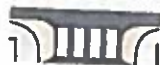


Lapu Lapu Block Community A Special Opportunity for Neighborhood Building



NEIGHBORHOOD-BUILDING TOOLKIT LEGEND

STOP



PEDESTRIAN IMPROVEMENTS

STOP SIGNS are a good tool for traffic calming on quiet, pedestrian-oriented, mixed-use alleys. They discourage through traffic and slow down cars, which otherwise tend to drive fast on small, local streets.

CROSSWALKS. Safe street crossings are a matter of great concern in areas with heavy foot traffic, so crosswalks are important safety measure. There should be a crosswalk everywhere pedestrians go. Adding crosswalks helps resolve conflicts between cars and pedestrians by marking well-used walking paths.

RAISED CROSSWALKS. Offering more benefits to pedestrians than standard crosswalks, raised crosswalks make crossing the street easier for all pedestrians, especially seniors and those with disabilities. They also serve as de facto speed bumps and are a natural traffic calming measure.

SIDEWALK EXPANSION. Many sidewalks in the neighborhood, particularly in the alley network, are below minimum acceptable widths. Sidewalks will be selectively expanded where most appropriate. Expansion will help create a rich pedestrian network, and reduce pedestrian conflicts.

BULBOUTS create safer and shorter street crossings for pedestrians by extending the sidewalk and making the roadway narrower. They are a traffic-calming tool.

MOVABLE BOLLARDS create a temporary pedestrian-only area when they are raised, but can be lowered or removed to maintain required access for emergency vehicles.

NEW ACTIVITY

FOOD TRUCKS bring activity to the street, activate spaces that are currently underutilized, provide additional dining options for residents and workers, and (in some cases) improve the pedestrian experience by closing off the street to vehicular traffic.

PARKLETS use a parking space to create a small area for public use. They are a new, popular idea that has seen great success in San Francisco and are a good, small-scale neighborhood-building element. They add a landscape amenity and increase or are an alternative to seating.

FITNESS ZONES include simple stretching and circuit equipment, along with signage describing suggested exercises. They provide a space for locals to add to their exercise programs, promoting health and creating a gathering space for neighbors.

DOG REFUGE. One of the most commonly requested amenities, they provide much needed space for dogs and their owners, and are a gathering space for neighbors.

EVENT/ACTIVITY ZONE. A designated segment of the street that can be temporarily closed for neighborhood events. This street zone should be located such that traffic won't be severely disrupted when blocked off.

AUTOMOBILES & CIRCULATION



TRAFFIC LIGHTS help pedestrians navigate the long SOMA blocks and resolve the conflicts between pedestrians and automobiles. SOMA has many pedestrian generators (the Moscone Convention Center, hotels, museums, residents, and businesses), and this will increase with the Moscone expansion, more hotel, office, and residential development, and the new Central Subway MUNI line. Managing cars and pedestrians in anticipation of these increases will improve current conditions and mitigate future conflicts.



PASSENGER LOADING (WHITE ZONE). On streets with one parking lane and one driving lane, passenger loading zones allow cars and vans to pull over to load and unload without double parking and blocking oncoming cars. Additionally, passengers are safer because they enter and exit vehicles from the sidewalk rather than in the roadway.



COMMERCIAL LOADING (YELLOW ZONE). On streets with one parking lane and one driving lane, commercial loading zones allow delivery and other commercial vehicles to pull over to load and unload without double parking and blocking oncoming traffic.



CIRCULATION. A circulation mix of one-way and two-way traffic serves passenger and goods loading and unloading needs.



MOTORCYCLE PARKING. Motorcycles are a common form of transportation in SOMA and designated parking is provided for these users.



2-WAY BICYCLE TRAFFIC (sharrows). Due to long blocks and numerous one-way streets in SOMA, many bicycles resort to bicycling on sidewalks. This is dangerous for pedestrians, and is not legal. Allowing bicycles to travel both ways on alleys (even one-way alleys) gives cyclists an alternative to illegal sidewalk use.



ON-STREET BICYCLE CORRALS replace a parking space with storage for 8-12 bicycles. Bicycle corrals can handle a larger volume of bicycles than sidewalk bicycle racks, which can cause sidewalk clutter and impede pedestrian flow in busy areas. Bicycle corrals are especially practical in areas of high volume. In locations with particularly high demand double corrals may be appropriate.

NEIGHBORHOOD IMPROVEMENTS



PUBLIC ART is a neighborhood-building element. Public art can define a neighborhood, create a destination, provide information and history about a neighborhood, activate blank urban spaces, create a sense of ownership, and bring locals and visitors together.



STREET TREES AND PLANTERS are landscape amenities. They improve the pedestrian experience and add greenery to the street. Street trees increase permeable surfaces in San Francisco, a priority of the SFPUC. Planters can be used strategically to create separation between pedestrian and seating zones, or to mitigate potential pedestrian issues (for example, at blind corners).



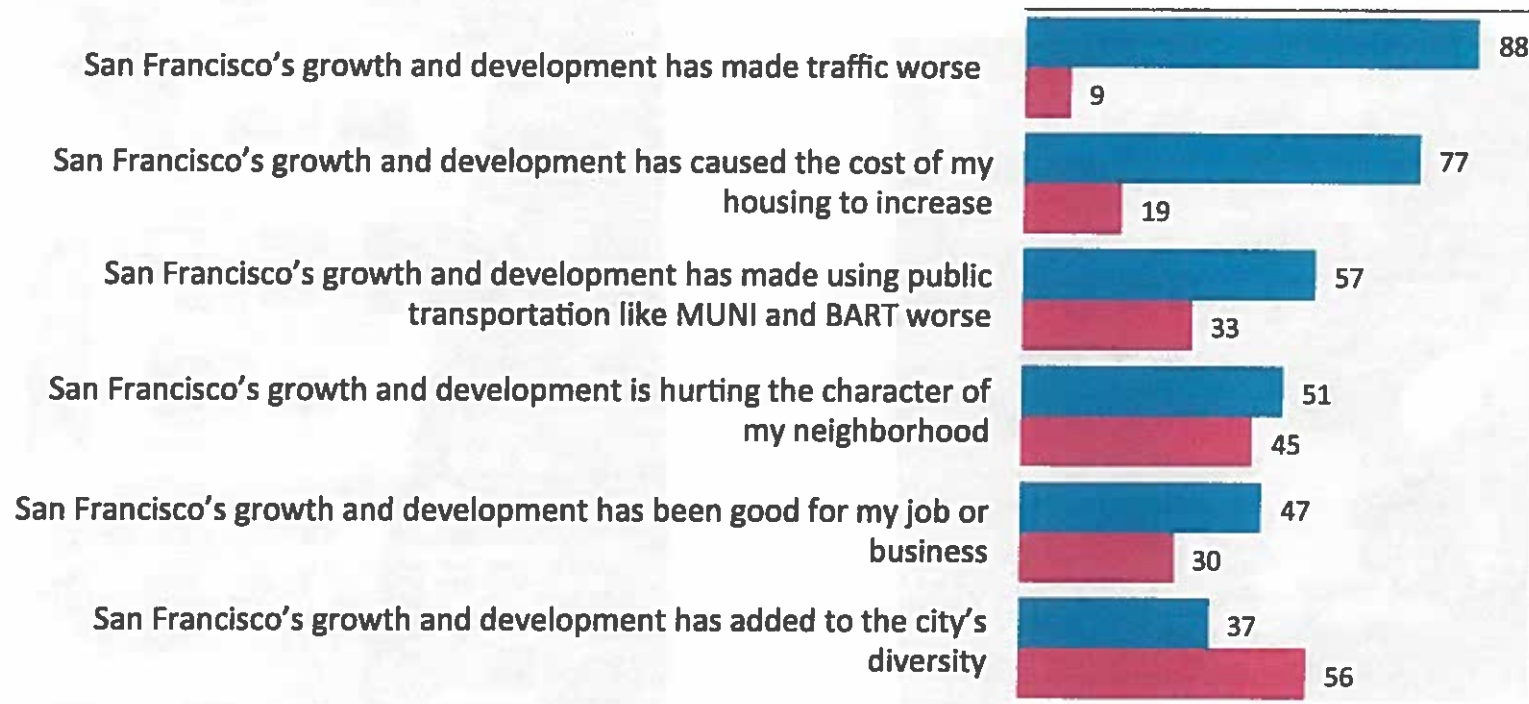
ON-STREET GARBAGE CORRALS provide a designated space for necessary waste, recycling and compost bins.



PRIVATE PROPERTY BETTERMENT. Proper upkeep and maintenance of property, private open space, trash bins, and streetscape from all building owners is expected. Where lacking, property owners will be asked to improve their street presence and responsibilities.

Overwhelming majorities say that SF's development has made traffic and housing prices worse; division on whether growth is hurting neighborhood character

Tell me whether you agree or disagree with the statement...



YES ON PROP C



**PEOPLE ARE
BEING FORCED
OUT OF SAN
FRANCISCO
EVERY DAY
BECAUSE OF THE
COST OF
HOUSING.**

Prop C is a real
solution:

- More than doubles
the affordable
housing
requirement from
12% to 25% for large,

