DESIGN ELEMENT
2.1 CONCEPTUAL FRAMEWORK

FRAMEWORK OF STREETS

The Transbay neighborhood does not currently exhibit a strong street character beyond what is conveyed through the land uses and architecture. The inventory of street trees is inconsistent and many areas have no trees at all. Sidewalks are typically 10’-11’ wide—which is insufficient for a neighborhood that anticipates heavy pedestrian activity. To develop a cohesive design for the neighborhood’s streets, it is important to consider each one’s land uses, orientation, role and inherent capability to contribute to developing a more walkable neighborhood.

Streets are currently organized into a clear grid of north-south and east-west streets with 82.5’ rights-of-way. The team considered several framework options for organizing the design concepts. One option that created two different streetscape designs for the north-south versus the east-west streets, primarily addressing environmental differences related to sun and wind orientation. Another option created alternating block treatments adding variety to each street corridor and highlighting major intersections with special treatments. The preferred framework option reflects the specific role of each street, employing common elements to unify the entire network while highlighting major intersections selectively.

Legend

<table>
<thead>
<tr>
<th>Street Name</th>
<th>Character Street</th>
</tr>
</thead>
<tbody>
<tr>
<td>Folsom</td>
<td>Neighborhood Main Street</td>
</tr>
<tr>
<td>Howard &amp; Mission</td>
<td>Cross Town Boulevards</td>
</tr>
<tr>
<td>First &amp; Fremont</td>
<td>Bay Bridge Connectors</td>
</tr>
<tr>
<td>Second</td>
<td>Historic Connector</td>
</tr>
<tr>
<td>Beale, Main &amp; Spear</td>
<td>Linear Park Streets</td>
</tr>
<tr>
<td>Clementina &amp; Tehama</td>
<td>Pedestrian Alleys</td>
</tr>
</tbody>
</table>

The preferred option reflects each street’s unique climatic orientation, functionality, and maintains strong consistency along each street corridor throughout the district.
This plan conveys how the landscape of the Transbay neighborhood will be dramatically altered once all the recommendations are realized.

**Legend**
- Proposed/Redevelopment
- Existing Buildings
- Transbay Transit Center Area
- Proposed/Neutral Public Open Space
- Proposed/Neutral Private Open Space

**Illustrative Concept Plan**

The North Arrow depicted on each plan in orange represents the reference north, whereas true north is depicted in grey for reference.
SUSTAINABILITY

This project represents an opportunity to create one of San Francisco’s most livable new communities. Towards this end, the team explored opportunities for integrating sustainable practices wherever possible and practical. This approach supports the Mayor’s “A Green and Clean San Francisco” Initiative, which is in the nascent stages of implementation. There are several concepts integrated into this plan:

- Utilize specific materials and systems that employ renewable resources and reduce and delay stormwater run-off entering the Bay
- Maximize the amount of permeable surfaces in the public right-of-way
- Increase landscaping, minimize irrigation and contribute to the diversity of the urban forest
- Maximize the green space in Transbay Park
- Introduce more efficient lighting for public spaces
- Develop high quality amenities to encourage walking, biking and transit use

Once this plan is fully realized, each street will have a strong visual identity that reinforces its role in the neighborhood and contributes to the overall beauty of the district. Distinct design elements will make it clear to all entering the Transbay neighborhood that they have arrived home.

1. Maximize the permeable area in the public right of way by integrating landscaping and pavers to allow less water to runoff into storm drains (Santa Monica Blvd., West Hollywood)
2. The street tree spacing and variety will contribute to the diversity of the city’s urban forest (Upper Westside, New York)
3. Bicycle lanes will remain on Folsom, Howard and Second, and Main and Beale will become more bicycle-friendly through the reduction in the roadway width and the presence of the linear park
4. On streets carrying fewer cars, permeable pavers can be used to minimize run-off and gain visual clarity (20th Street, Seattle, Washington)
5. On quieter streets where the roadway is narrow and run-off is limited, a stormwater parkway can act as a localized treatment system (12th & Montgomery, Portland, Oregon)
6. Drainage troughs can be landscaped and designed to accept water directly from the roadway, rather than diverting water to a traditional catch basin (12th & Montgomery, Portland, Oregon)
ACCESSIBILITY

This concept plan recognizes that accessibility and pedestrian safety must be a priority as part of realizing public realm improvements in this burgeoning neighborhood. Currently, the quality of the existing infrastructure and sidewalks is sub-standard. There are many cracked sidewalks, uneven surfaces, and in some cases sidewalks are non-existent. Residents have indicated that they do not feel safe when crossing the street, and note that cars typically travel at high speeds when moving through the area. The recommendations that follow are integrated into the overall streetscape designs and open space concepts, but are highlighted here to underscore the importance of designing streets and public spaces that will dramatically improve accessibility and make walking and playing in the area a safer experience. The Transbay neighborhood represents a progressive strategy in which accessibility and safety issues are not addressed simply as ancillary concerns, but are holistically integrated into the design.

The following strategies are recommended for implementation as soon as funding is available to realize each street and open space:

1. Example of existing sub-standard infrastructure on Folsom
2. Crosswalks should be demarcated with zebra striping to provide high contrast and visibility
3. Sidewalks will have a clear walking zone. Street trees and other amenities will occur in a zone along the curb. A commercial use zone can be designated against the building frontage
4. Example of clear sidewalk zones with a double row of trees that define the pedestrian walking zone
5-6. All improved streets and sidewalks should have pedestrian timed-crossing signal heads and ADA compliant push buttons and warning devices
7. Example of new bulb-out at First and Fremont with ADA-compliant access ramps with truncated domes
Sidewalks

- Every public street in the neighborhood will have a sidewalk with a minimum width of 12’ from property line to the curb face.
- Sidewalks will be well lit and at a minimum meet current City street lighting standards for acceptable footcandles on the walkway and at intersections.
- Pedestrian level lighting should be incorporated at streets anticipating the highest pedestrian volumes (for example Folsom, Main and Beale).
- Wherever possible, sidewalks at block corners will be extended with bulb-outs to shorten crossing distances and place the pedestrian in a better line of sight for drivers making turns at intersections.
- Corners will have two ADA-compliant access ramps that lead pedestrians or people in wheelchairs in the proper direction and centered in the crosswalk.
- Access ramps will have truncated domes to denote primary path of travel out to the crosswalk.
- Crosswalks should be a minimum of 15’ wide and be demarcated with zebra striping, in white hot tape, to provide greatest visibility, and redone on a regular basis for maximum contrast and visibility on the roadbed.
- Public amenities such as trash cans, news racks, information kiosks or signage will be in delineated site furnishing zones at corner bulb-outs furthest from the access ramps in a fully accessible area that also minimizes conflicts with parked cars and opening doors.
- Seating will be located adjacent to the primary public path and allow for adjacent companion seating and/or wheelchair spaces.
- New sidewalks and paving will be installed wherever funding allows to achieve an even finished surface and high quality materials that provide durability.
- Identify the need for pedestrian-actuated crossing signals in conjunction with street improvements, the temporary bus terminal and the new Transbay Transit Center being planned by the TSPA.
- All improved streets and sidewalks should have pedestrian timed-crossing pedestrian signal heads, and ADA compliant push buttons and warning devices.

Alleys

- Alleys will have raised crosswalks at each end of the block that are closely aligned with the finished sidewalk elevation and act as a traffic calming elements for drivers entering these pedestrian-oriented spaces.
- The sidewalk and vehicle zones will be separated with a 4” curb to provide a clear change in elevation and surface from the raised pedestrian level to the lower vehicle level.
- Drainage should be directed toward the permeable pavers with catch basins at the alley ends of the block.
- Alleys will be well lit and at a minimum meet current City street lighting standards for acceptable footcandles on the walkway and at intersections.
- Provide removable bollards at the alleys adjacent to Transbay Park so these streets can be closed for special events and made pedestrian-only.
Open Space

• All open spaces will provide equal access to disabled residents and visitors for their enjoyment
• Provide a variety of activities, ample seating in both sun and shade for maximum comfort and options
• Select materials with sufficient durability, maintainability and coefficients of friction compliance
• Open spaces will be well lit and at a minimum meet current City street lighting standards for acceptable footcandles in public parks and plazas

Bicycle Lanes

• Provide clear bike lane route signage and marked lanes at Class II bikeways along Folsom and Howard
• Encourage slower vehicle speeds at Main and Beale to encourage bicycles to use the Class III bikeways for north and south access through the neighborhood
• Coordinate bicycle improvements on Second Street in conjunction with SFCMTA study currently underway
• Provide ample bike racks at corner bulb outs along Folsom, in Transbay Park, and at the under ramp open spaces