

2.2 FOLSOM: THE NEIGHBORHOOD MAIN STREET

OVERALL CONCEPT

Folsom is arguably the most important street to re-envision as the Transbay neighborhood is developed. It must fulfill a unique role in the network as the “main street”—a critical public space that bridges both the Transbay and Rincon Hill neighborhoods. As envisioned in the Design for Development, Folsom will be lined with ground floor retail below mid-rise and high-rise housing. At Second Street, Folsom sits at one of the highest elevations in the neighborhood and culminates eastward in a dramatic view corridor that captures Rincon Point Park, the Bay Bridge, and Treasure and Yerba Buena Islands. The recommended design is based on preserving this view and providing improvements along the primary sidewalks where pedestrians are active. The recommended design preserves the bike lane and accommodates future transit service that will likely be needed by residents when the area is fully developed.

Critical to changing Folsom’s character from being an underdeveloped thoroughfare to becoming a “neighborhood main street,” is a need to modify the circulation pattern to be more conducive to pedestrians. To truly support more pedestrian activity, Folsom should be redesigned to accommodate two-way traffic in a balanced number of lanes. The mobility element (Section 3) describes how this can be achieved incrementally beginning with a conversion of Folsom to two-way traffic between Fremont and the Embarcadero. The conversion of the rest of Folsom to two-way traffic will depend on broader studies being completed by the City for the larger South of Market area, and for Howard, Folsom’s one-way counterpart to the north.

As a defining street for the area, Folsom will have some of the widest sidewalks in the neighborhood and some of the tallest buildings framing it. It will be transformed with new street trees and intersections highlighted with vertical art elements that provide scale and serve as wayfinding markers for the district.

STREETSCAPE

On the north side of Folsom developers will be required to set back buildings 15’ from the existing property line to achieve a 25’ sidewalk. This greater width will support sidewalk and café activity that can flourish on sunny days. The south side is currently 10’ wide and can be widened to 12’. When possible, additional development setbacks can be applied on the undeveloped blocks. Widening the south sidewalks by 2’ will require moving the curb and gutter and reducing the parking and traffic lane widths. The bike lane eastbound will be maintained.

The wider north sidewalk will have a double row of trees, matched on the south with a single row of the same species. The major intersections at First, Fremont, Beale and Main will be highlighted with four vertical markers. Through the use of tall markers like pylons of palm trees at each corner, views of the San Francisco Bay will be dramatically framed as one moves east towards the waterfront, and the major cross-streets will be visible. Conversely, Folsom will be easily landmarked when approaching from surrounding areas.

The paving on Folsom will be a combination of black granite setts and saw-cut concrete in two colors. The granite setts will form bold graphic bands 8’ wide to visually reinforce the tree locations.

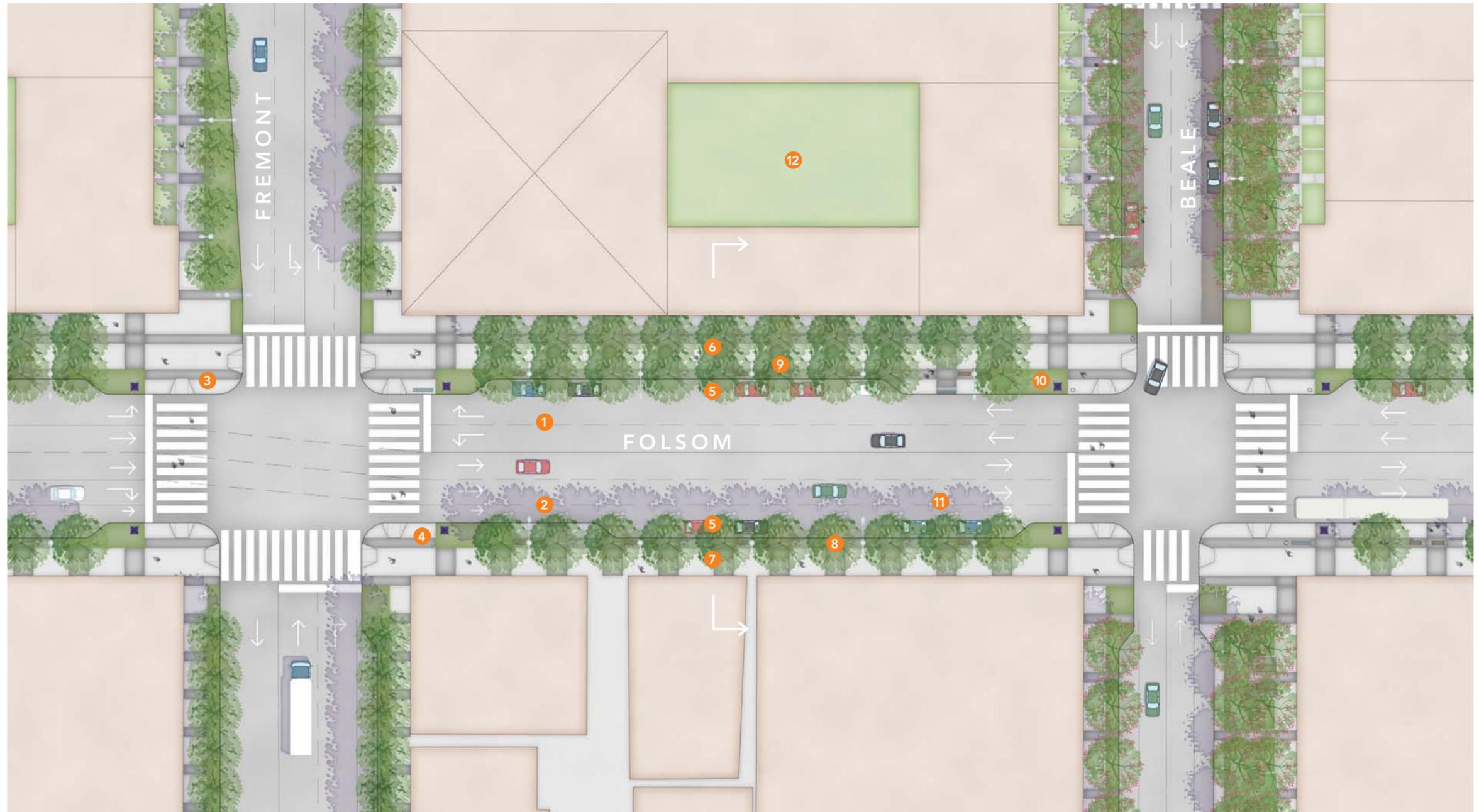
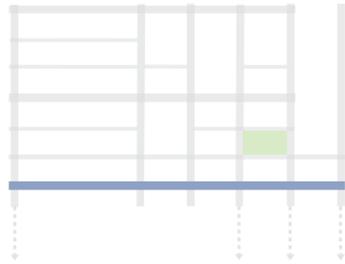
These bands will be separated by a sandblasted light gray concrete field. These fields will be further interrupted in the east-west direction with 4’ wide bands of a dark gray concrete that correspond to the double row of trees. All concrete will be saw-cut to produce distinct joint lines and a finer visual texture in the walkway (See Section 2.10, page 63 for the materials family). Furnishings will be clustered at the corner bulb outs, or limited to the curbside paving band. Bulb outs will accommodate landscaping and furnishings with longer one on the far side of intersections that can serve as future transit stops. (See Sec 3.12, page 85 for the transit stops on Folsom).



Existing view of Folsom Street showing the dramatic view corridor to the Bay



Perspective sketch showing proposed improvements



FOLSOM DESIGN FEATURES

- 1 Two lanes each direction
- 2 Bike lane - eastbound only
- 3 Corner curb extensions at every intersection
- 4 Longer curb extensions on far side can accommodate future transit stops
- 5 Parallel parking on both sides of street
- 6 25' sidewalks on north side
- 7 12' sidewalks on south side
- 8 Trees 22' on center
- 9 Double tree row on north side at 14' spacing
- 10 Vertical markers at each intersection
- 11 New roadway & pedestrian lighting
- 12 Private Open Space

Folsom - Illustrative block plan

50 feet





1. The north sidewalk of Folsom will feature a double row of trees that creates a zone for pedestrians and for sidewalk dining along the ground floor of new developments
2. Vertical markers such as canary island palms will highlight each intersection of Folsom, providing continuity with the vertical palms along the Embarcadero where Folsom meets the Bay
3. The vertical marker can be illuminated and artful (Cliff Garten Studios light beacon. Long Beach, California)
4. Sketch concept of architectural vertical marker on Folsom

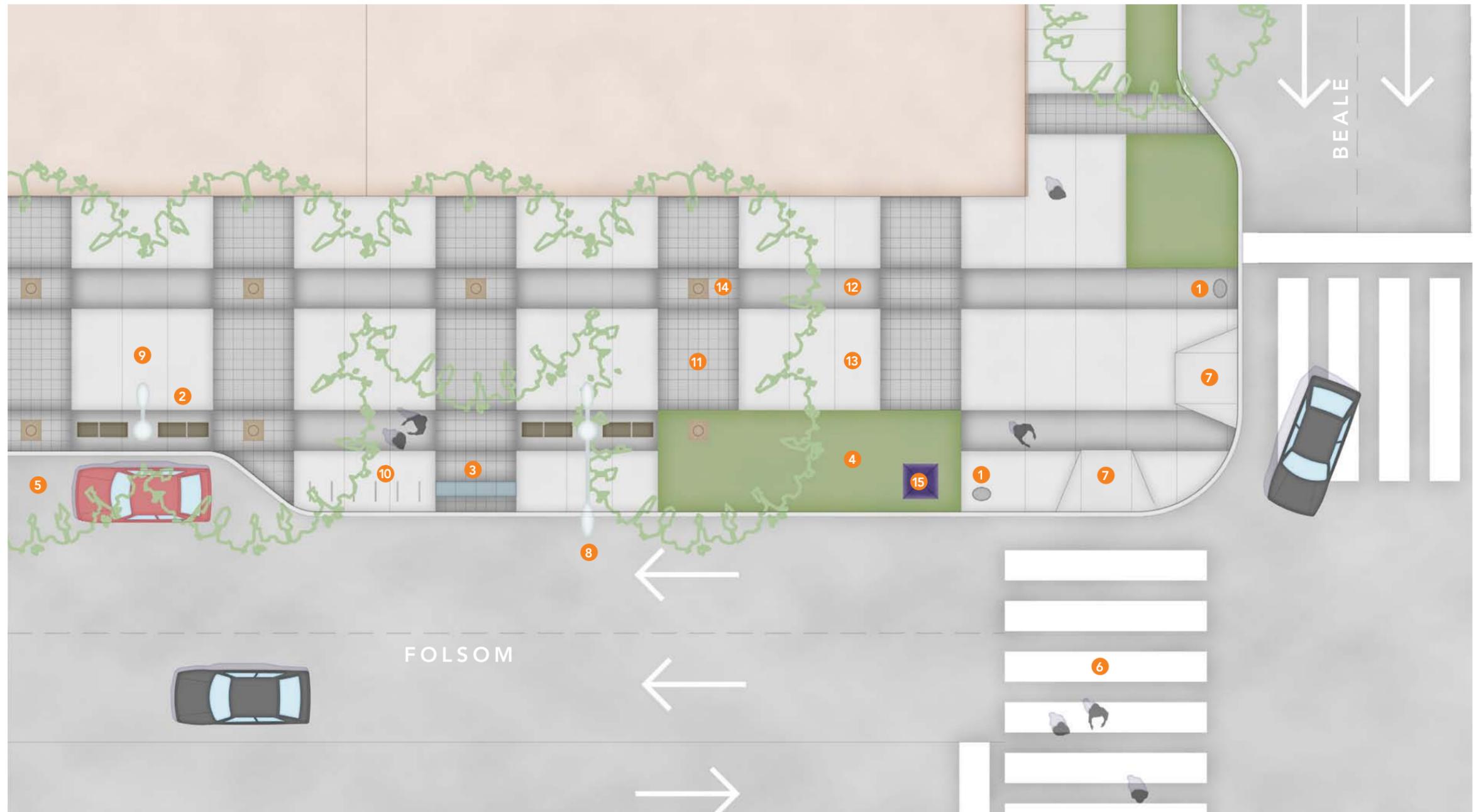


Folsom Cross section looking east



FOLSOM DESIGN FEATURES

- 1 Trash receptacles
- 2 Seating integrated with lighting
- 3 News rack housing
- 4 Planter at base of vertical marker
- 5 Parallel parking
- 6 High visibility zebra stripe crosswalk
- 7 ADA compliant access ramps
- 8 Combination roadway & pedestrian light
- 9 Pedestrian light
- 10 Bicycle rack
- 11 8' wide bands of granite setts
- 12 Colored concrete paving band
- 13 Light gray concrete infill
- 14 Granite setts at tree well
- 15 Vertical Marker



Folsom - Enlarged layout plan

