2.3 HOWARD & MISSION: CROSS TOWN BOULEVARDS

HOWARD

OVERALL CONCEPT

Howard and Mission Streets are important transit corridors that provide strong east-west connections flanking the Transbay Terminal. They also serve as major cross town boulevards that provide one-way and two-way vehicle flow and heavy bus service related to Transbay connections. Parcels along these corridors are almost fully developed and have seen sidewalk improvements done concurrently with individual development. This has resulted in a patchwork of street trees and sidewalk patterns that are not cohesive.

Howard Street is located in the midsection of the project area and currently functions as a circulation couplet with Folsom Street (Howard provides one-way westbound access west of Fremont, Folsom provides one-way eastbound access west of Fremont). Converting Howard to two-way traffic would contribute to its pedestrian-orientation. These modifications would need to be studied further and correlated to Folsom’s final disposition. Howard will continue to function as a strong commercial office street combined with established neighborhood services. The existing westbound bike lane will remain.

STREETSCAPE

Howard could be greatly improved with consistent street trees and a paving pattern that will help make it as consistent as possible across the project area. London Plane trees will be spaced at 22’ on center with a paving pattern introduced along its 11.5’ sidewalks that complement the tree and parking stall locations. Trees should be planted in 4’ x 8’ tree wells finished in black granite sets with cast iron tree grates. This treatment will be durable and easy to maintain with the heavy pedestrian and automobile traffic already existing in this corridor.
HOWARD DESIGN FEATURES

1. 2 lanes each direction east of Fremont
2. Bike lane - westbound only
3. Corner bulb-outs on cross streets only
4. Parallel parking both sides
5. Maintain existing sidewalk width both sides
6. Trees 22’ apart in 4’ x 8’ cast iron tree grates
7. New roadway & pedestrian lighting
8. Private Open Space

Howard - Illustrative block plan
Mission Street is built out with street trees and tree grates at newer developments.

Cross Section of Howard looking east between Beale and Main.
HOWARD DESIGN FEATURES

1. Trash receptacles
2. News rack housing
3. Bike racks
4. 8’ bands of black granite setts
5. Dark gray concrete band
6. High visibility zebra stripe crosswalk
7. New roadway & pedestrian lighting
8. 4’ x 8’ cast iron tree grates
9. Light gray concrete with saw cut joints
10. Required private residential setback

Howard - Enlarged layout plan
MISSION

OVERALL CONCEPT

Mission Street defines the northern edge of the Transbay Project Area and is a mixture of historic and new high-rise developments. The greatest change will occur as the proposed Transbay Transit Center is realized, affecting the surrounding streets and alleys which will need to be improved and coordinated with the larger project. New streetscape recommendations will work with more recent sidewalk improvements and when implemented will begin to establish the Transbay neighborhood identity on these two streets.

STREETSCAPE

Mission Street needs a cohesive streetscape treatment to fulfill its role as the northern portal to the Transbay Transit Center. Most patrons using the terminal walk northward up to the Financial District and traverse Mission Street. The design should be closely coordinated with the Transbay Transit Center plans.

The preliminary concept plan for the Transbay Transit Center suggests a cohesive streetscape and alley treatment to visually connect all of the center’s associated public spaces. An integrated plaza paving design is proposed at the “front door” of the new transit center along Mission, First and Fremont, surrounding the proposed high-rise structure and winter garden. Indoor and outdoor spaces are intended to blend seamlessly to create a vibrant pedestrian district worthy of the center’s intended role as a gateway and major city landmark.

The future design of Mission needs to unfold with the development of the Transbay Transit Center, as it will serve as a major boulevard leading to the terminal’s front door. The design team for this concept plan, and the program managers for the terminal redesign, agreed that the streets and alleys surrounding the terminal should complement the Transbay Streetscape and Open Space recommendations, while creating a cohesive public realm for the larger Transbay district.

Both concept plans share a graphic approach to paving design, paired with consistent street tree planting. The redesign of Natoma and Minna alleys will evolve with the new terminal to become more pedestrian – with limited vehicular access and accommodation of a pedestrian promenade and outdoor dining.
Preliminary concept plan for the Transbay Transit Center showing an approach to the surrounding streets and alleys (by URS & HOK, courtesy of the Transbay Joint Powers Authority)