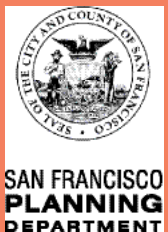




CENTRAL SOMA PROJECT

**SFMTA Board
December 3, 2013**

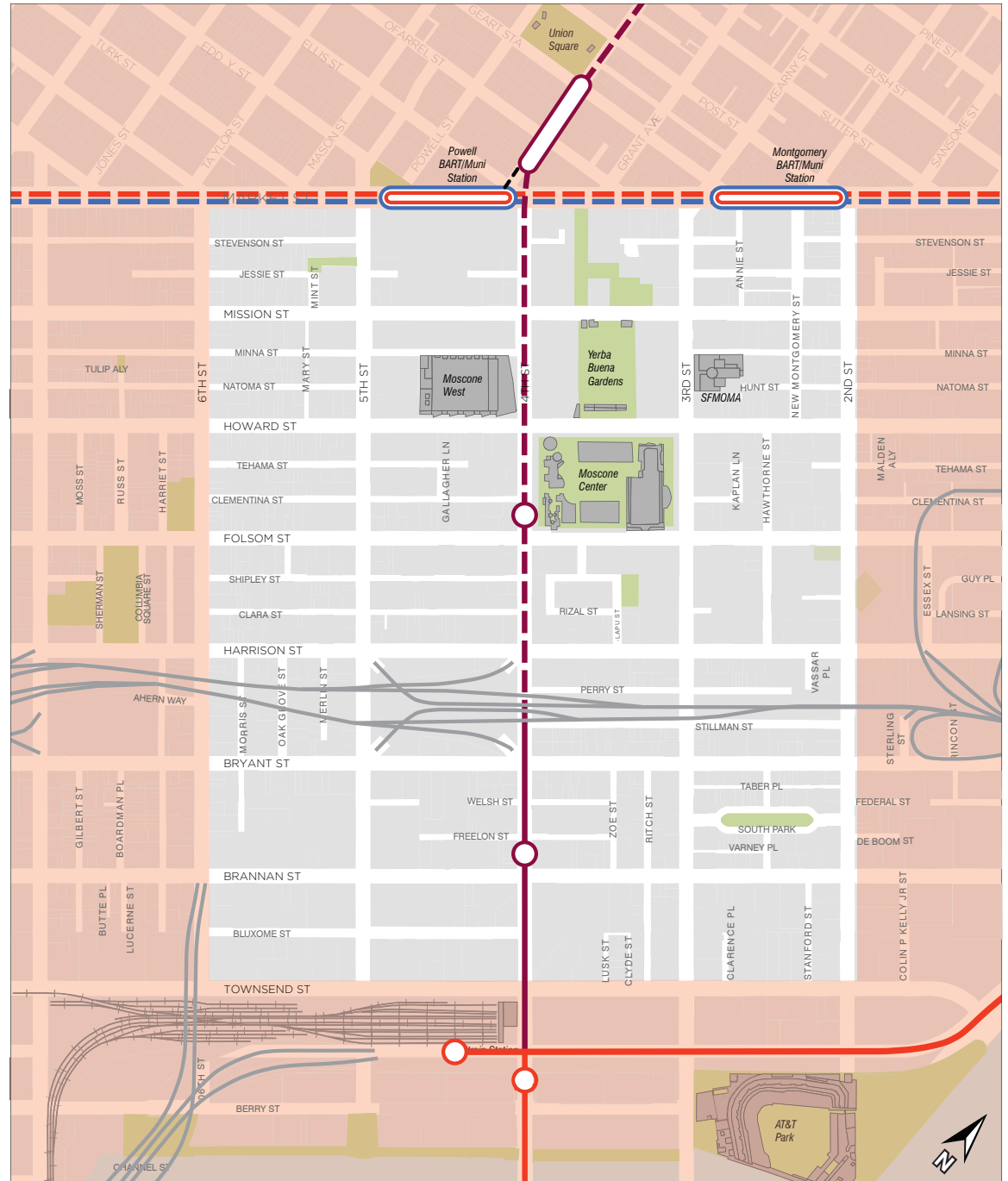


Project Impetus

- Region expected to grow by 2 million people and 1 million jobs by 2040
- San Francisco expected to grow by 200,000 people and 190,000 jobs
- SoMa is transit-rich
- SoMa has development potential

Project Area

CENTRAL SOMA



Caltrain
 BART
 Muni
 Central Subway

Solid lines represent surface rail, dashed lines represent subway.

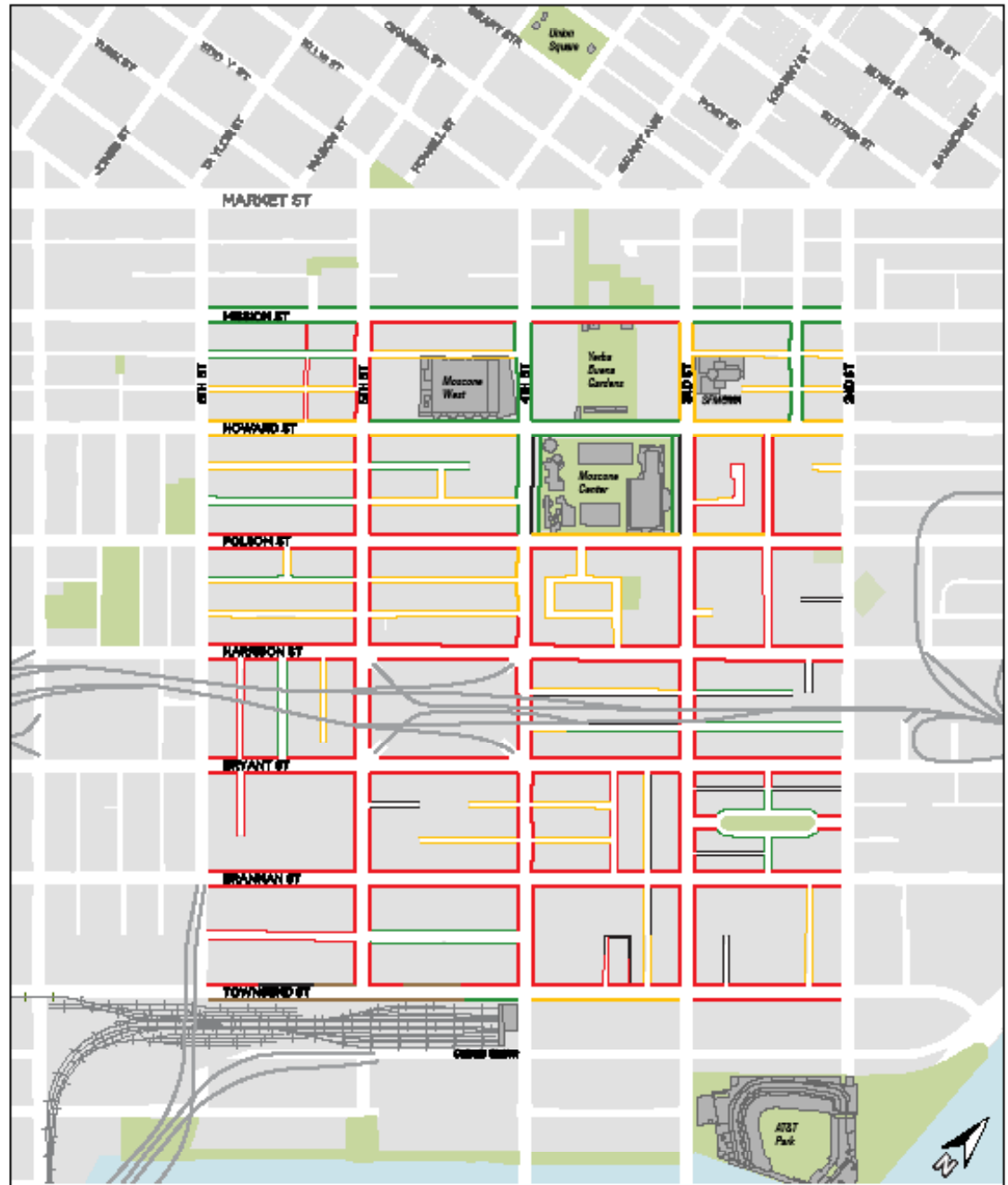
SAN FRANCISCO
Central Corridor

1,000 Feet

Challenges

- How to maintain what's working
- Poor pedestrian conditions

Existing sidewalks



Proposal

- Maintain much of the zoning
- Replace industrial zoning
- Support SoMa-style buildings
- Focus height

Areas of Increased Intensity

CENTRAL SOMA



★ Height Nodes

■ Areas of Increased Density

Growth Potential

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

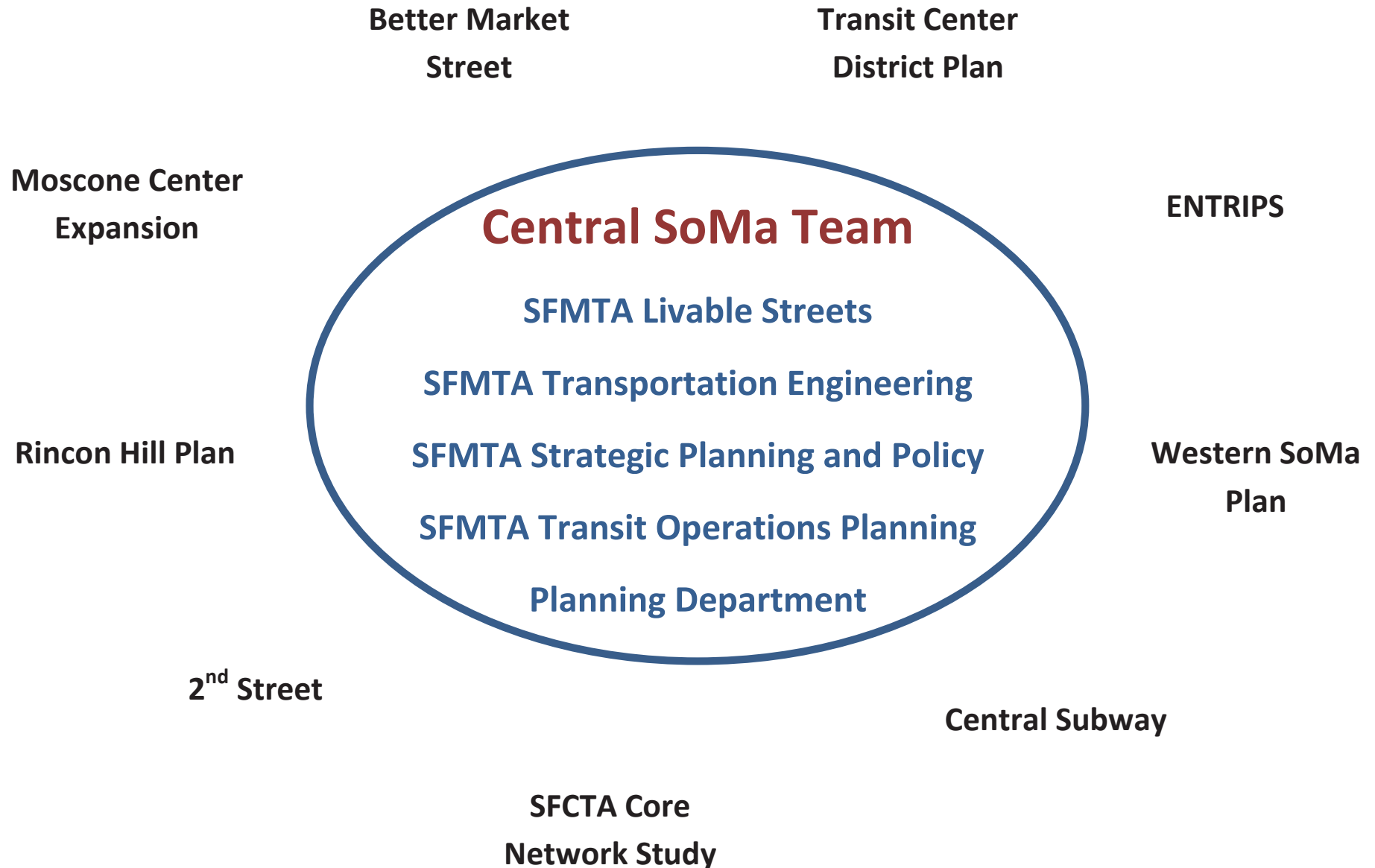
Integrating Land Use and the Transportation Network

Existing network is not sufficient today and therefore not sufficient for proposed land use

New network concepts reallocate right-of-way to support a shift toward more sustainable trip generation



Transportation Network Concept Development






Transportation Network Principles

1. Create a safe, convenient, attractive environment for pedestrians
2. Design transit routes to serve the area and improve performance
3. Improve bicycling conditions
4. Employ Transportation Demand Management Measures
5. Restrict curb cuts
6. Where and when necessary, accommodate regional and through traffic

Transportation Network

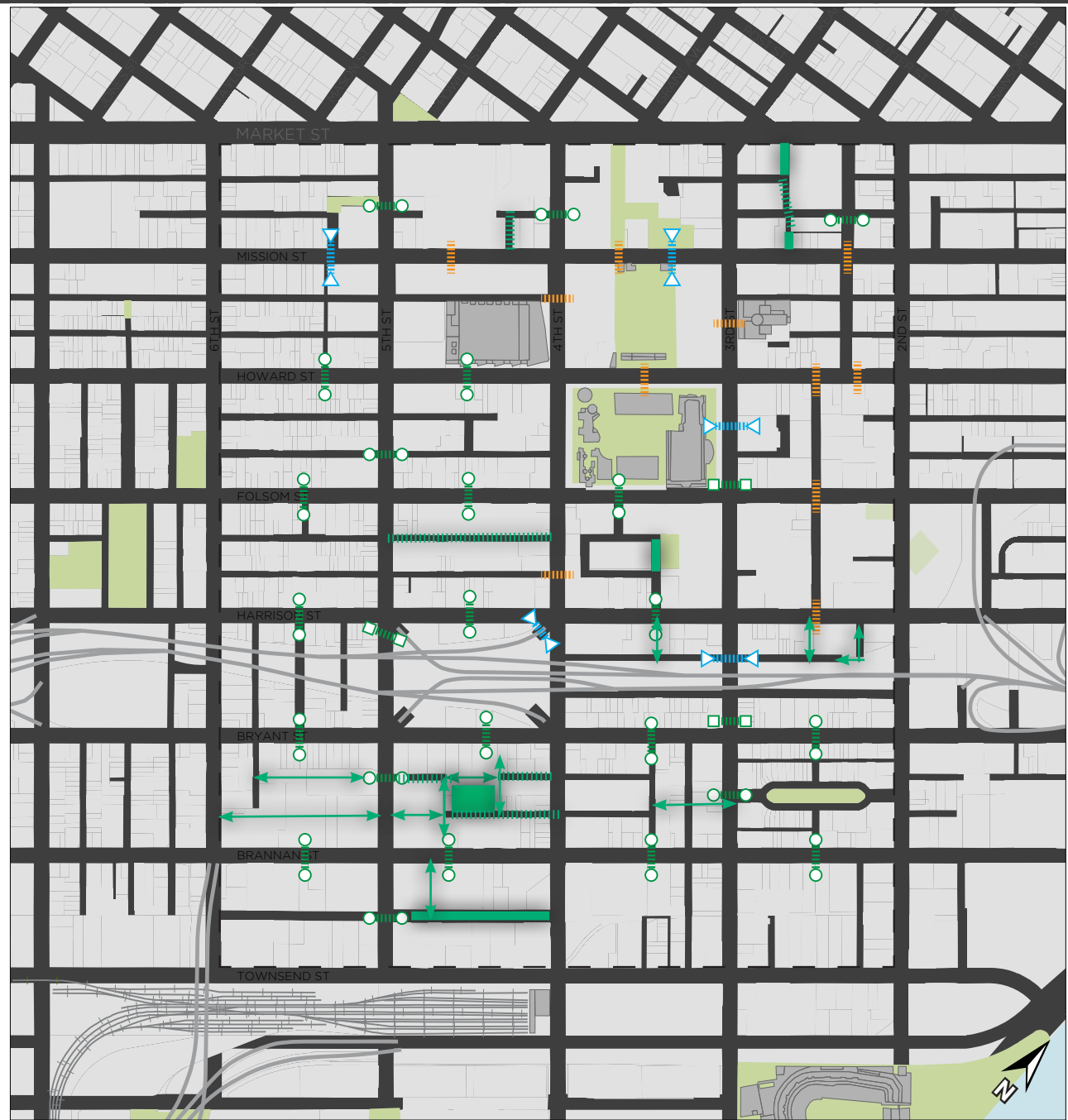


-  Central Corridor Plan Area
-  Streetscape Improvements
-  Extent of Project

Pedestrian Considerations

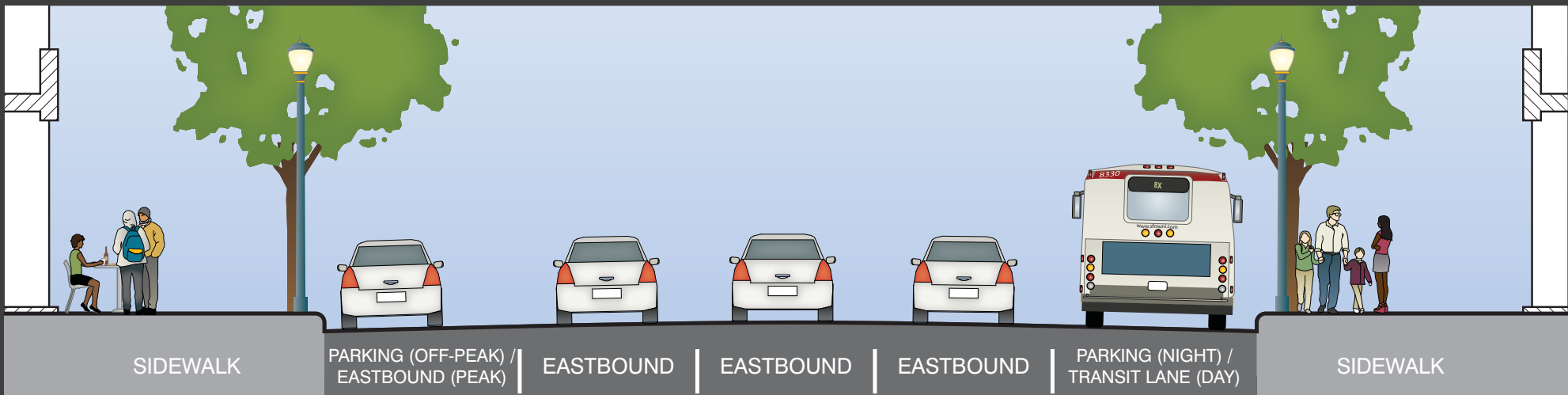
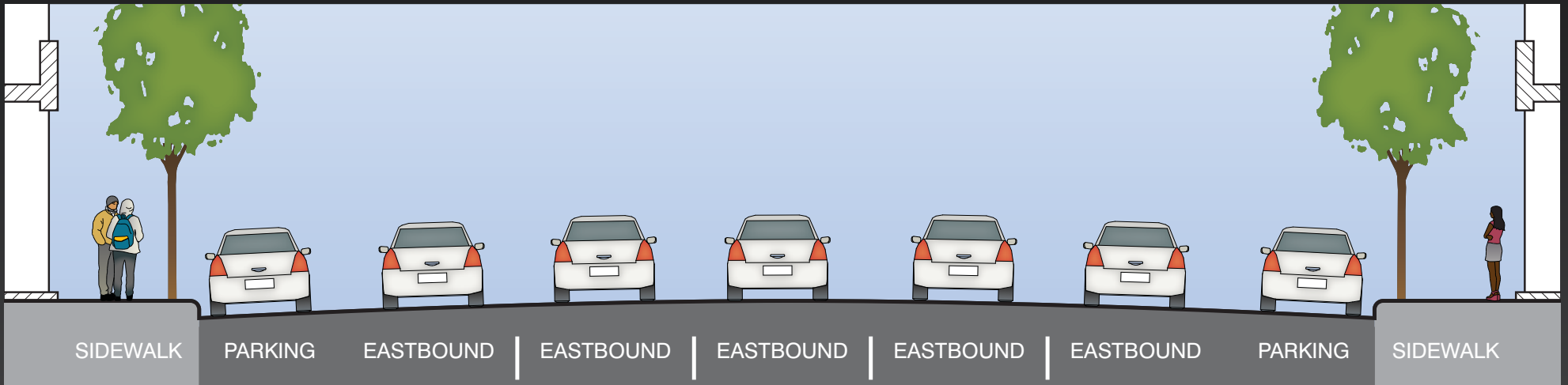
High Injury Corridors and intersections:

- 4th St (Market to Bluxome)
- Howard (New Montgomery to Lafayette)
- 3rd & Harrison
- 8th & Folsom

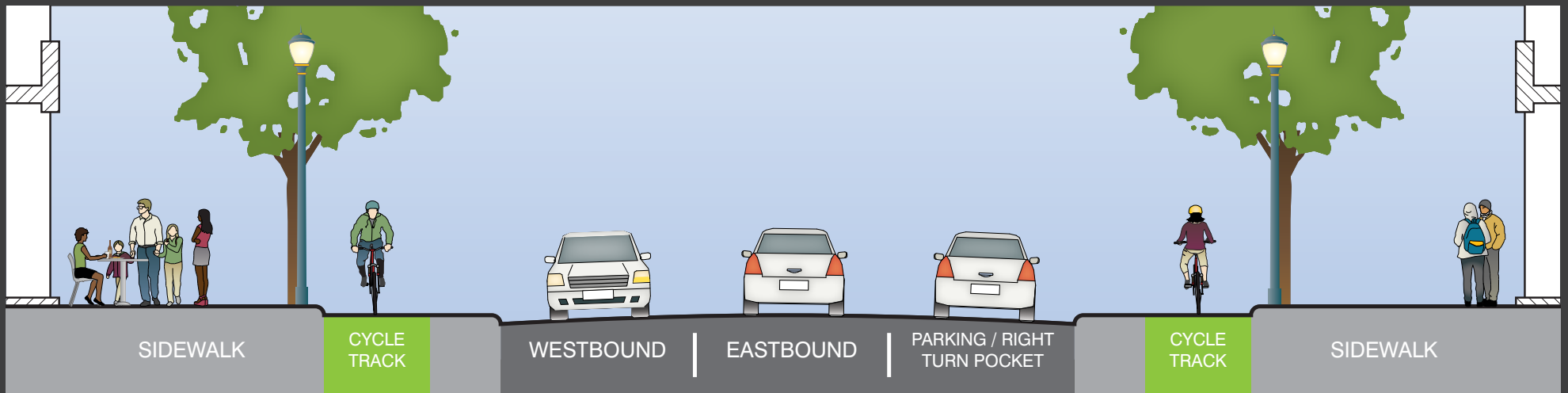
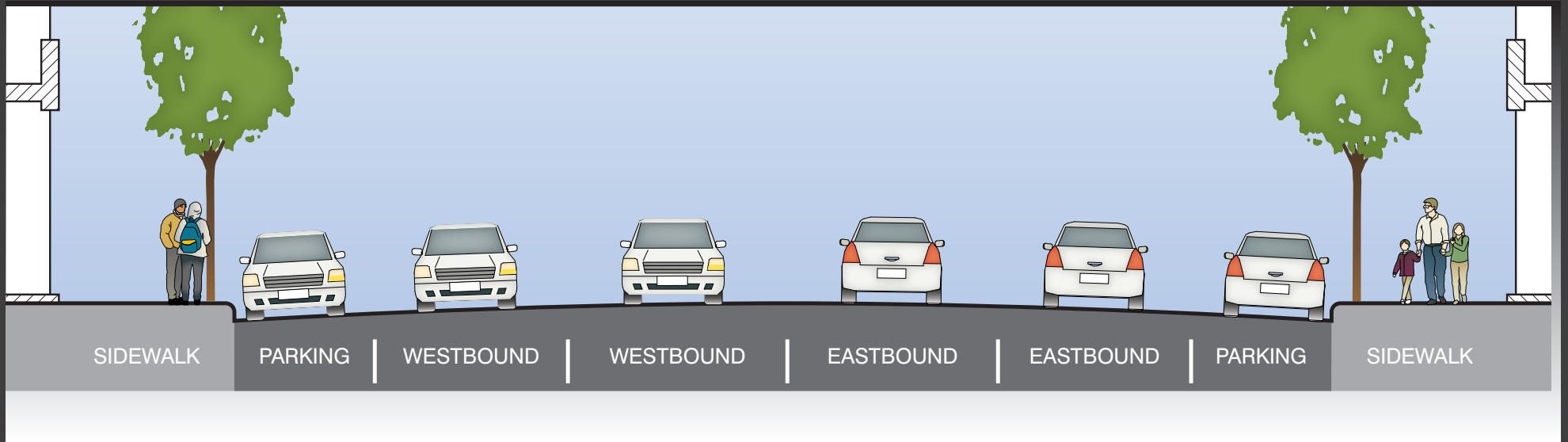


- New crosswalk
- ↔ New crosswalk proposed in other plans and projects
- New crosswalks at existing signalized intersection, to be opened
- Existing crosswalks across major streets at minor streets (existing crosswalks at the intersection of two major streets are not shown)

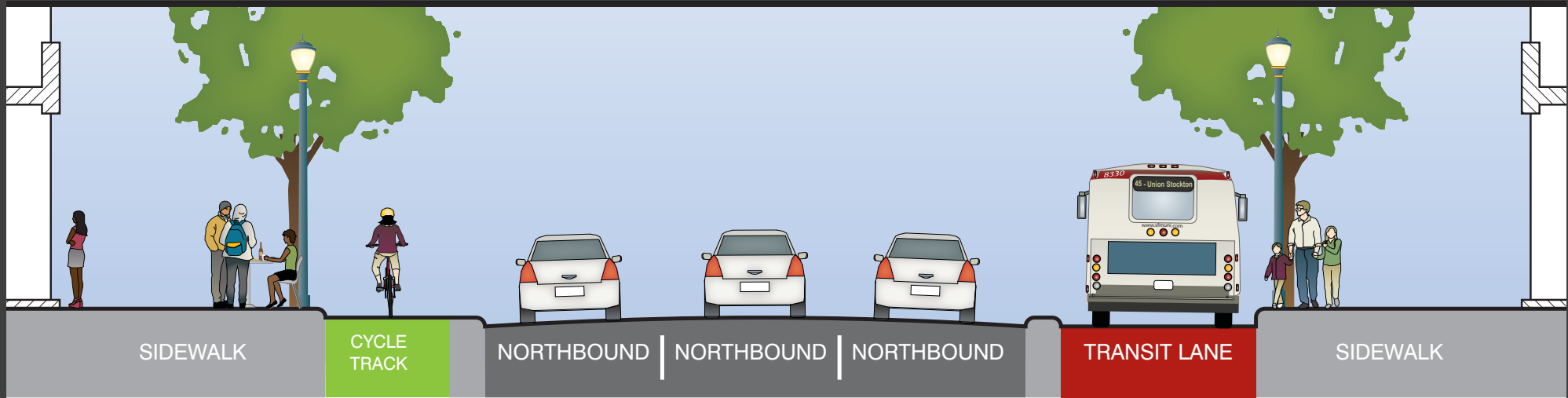
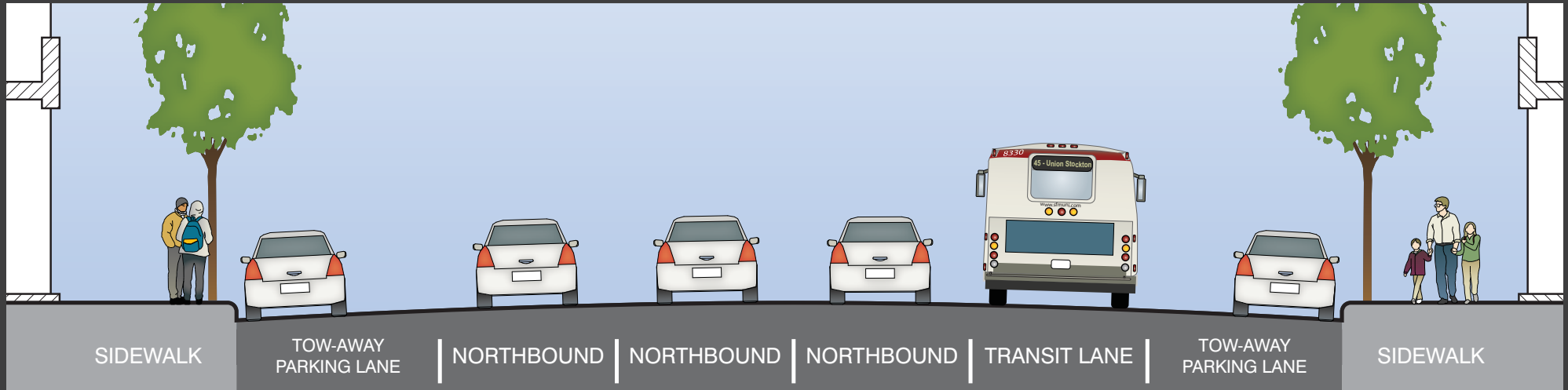
Harrison and Bryant



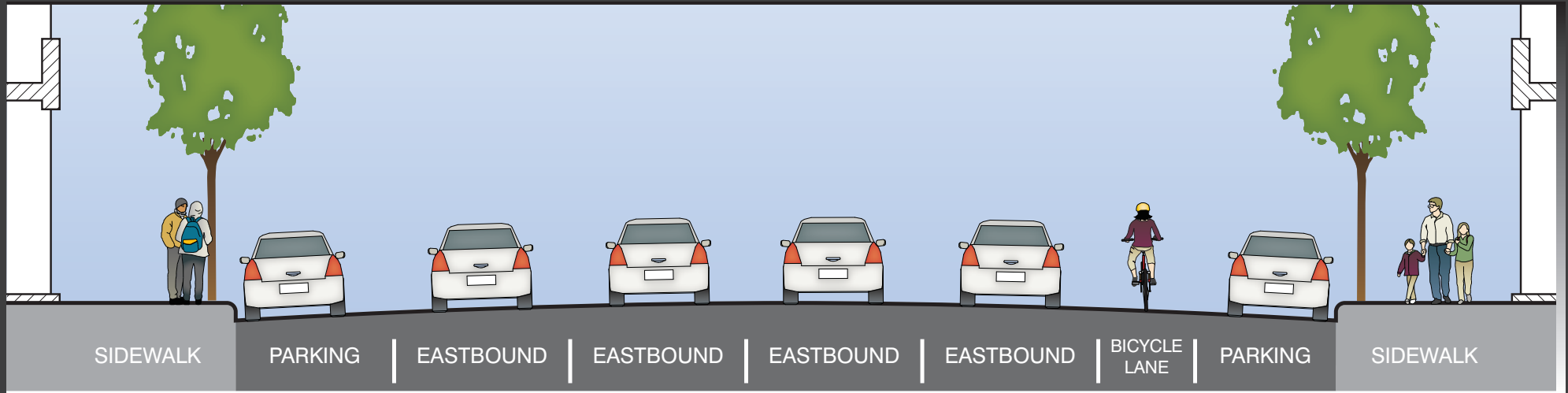
Brannan



3rd and 4th



Folsom and Howard



Concept from Eastern
Neighborhood Plan: Folsom
Street as civic boulevard

Folsom and Howard: ENTRIPS

Four promising concepts-

Alternative 1: One-way Folsom and Howard

Alternative 3: Two-way Folsom and Howard with one-way cycletracks

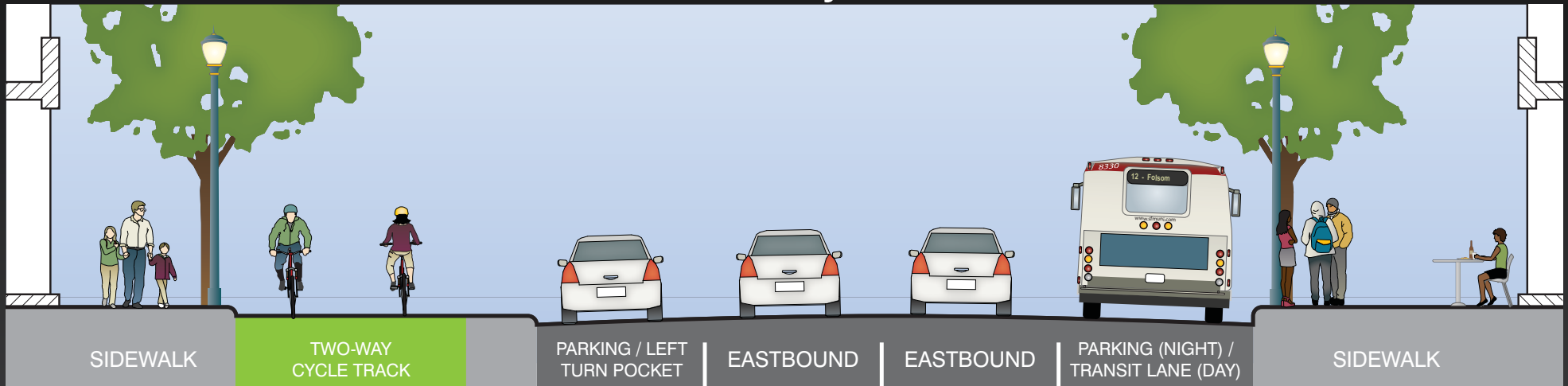
Alternative 4: Two-way Folsom and one-way Howard, with two-way cycletrack on Howard

Alternative 5: Two-way Folsom and Howard Streets, with two-way cycletrack on Folsom



Folsom and Howard: Central SoMa Plan

One Way



Two Way



Funding

- Initial planning through the publication of the Draft Caltrans Community Planning grant (250k)
Matching funds provided by MTA (75k)
- Draft refinement through adoption
Planning and SFMTA
- Environmental Review
MTC planning grants (\$600k)
Mayor's General Fund (\$350k)
Planning Department allocation (\$250k)
Moscone Expansion Tourism Improvement District and DPW (\$100k)
- Design and Construction (does not include Folsom and Howard)
Funded by impact fees. Cost estimated to be ~\$110M, fees collected estimated to be \$130-200M

Next Steps

- Transportation Impact Study Schedule
 - Draft #1: Late December 2013 (staff review)
 - Draft #2: Late March 2014 (staff review)
 - Screen check: Early May 2014 (staff and key stakeholder review and discussion)
 - Final: Late May 2014
- Draft EIR: Mid September 2014
 - In the interim, Planning and SFMTA will continue fine tuning the Plan with input from the community