



## **CIVIC CENTER PUBLIC REALM PLAN OVERVIEW**

SUMMER 2018 | PUBLIC SPACE & STREET DESIGN MATERIALS PACKET

FOR ADDITIONAL MATERIALS & HIGHER RESOLUTION DRAWINGS, PLEASE VISIT [WWW.CIVICCENTERSF.ORG](http://WWW.CIVICCENTERSF.ORG)



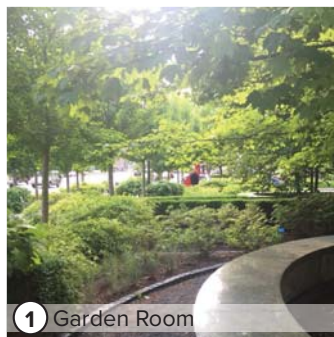


# CULTURE CONNECTOR

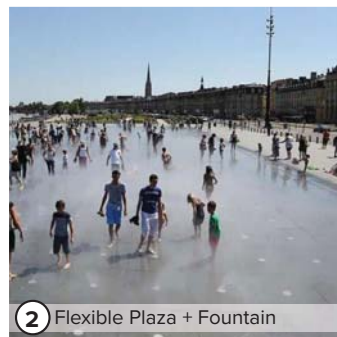


## CITY IMAGE

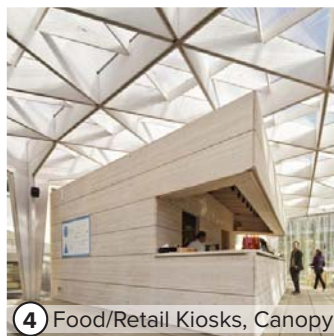
A vision for an inclusive commons that prioritizes **Ecology, Wellness, + Variety**: an expansive tree canopy loosely frames a civic promenade from Market Street to City Hall and provides a variety of settings for art, commerce, & play.



1 Garden Room



2 Flexible Plaza + Fountain



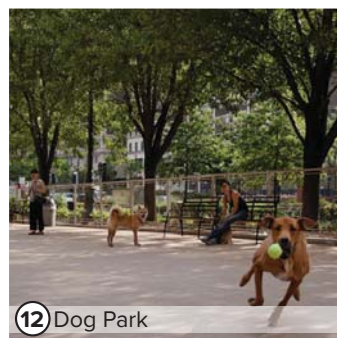
4 Food/Retail Kiosks, Canopy



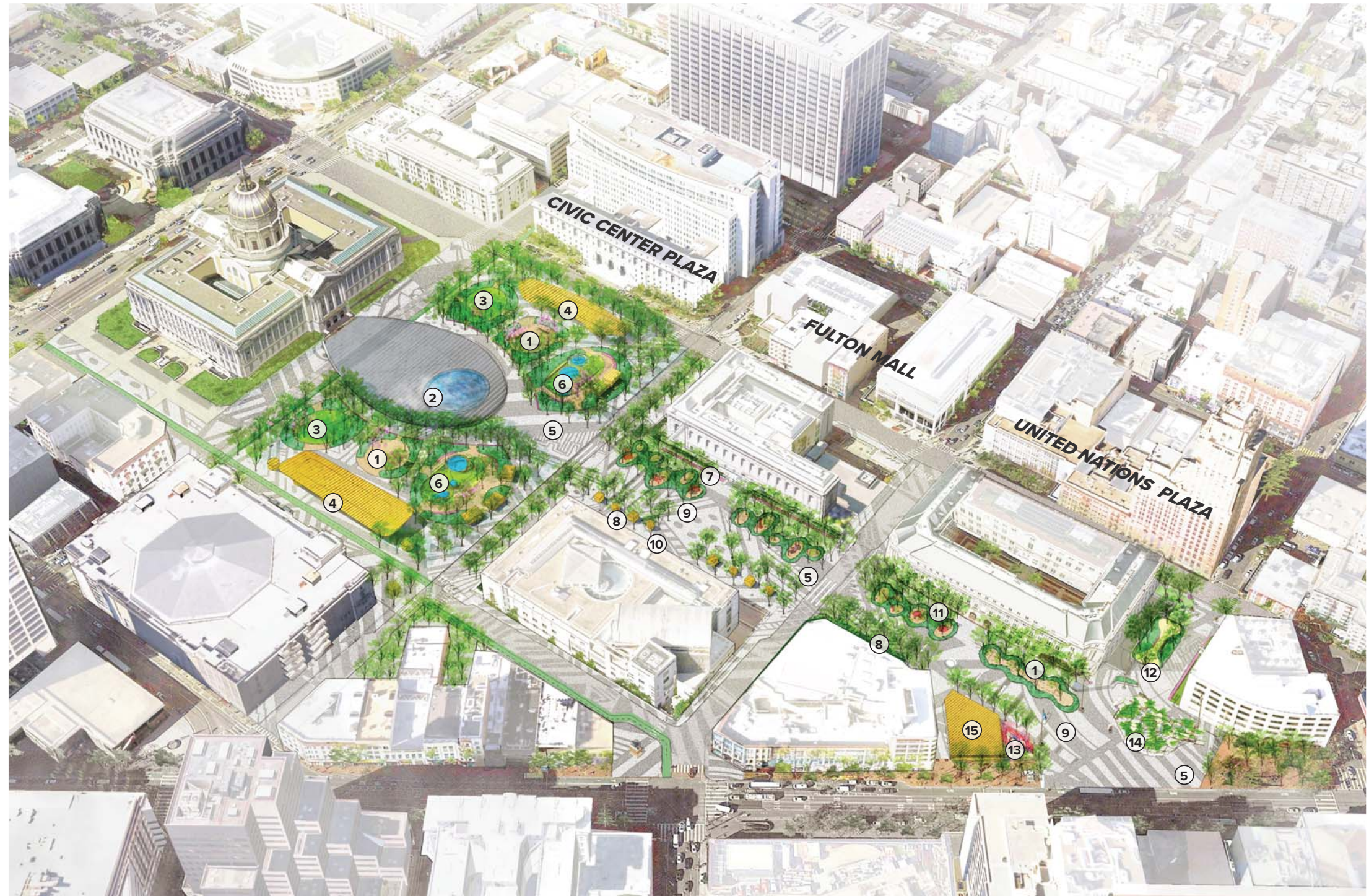
5 Bold Graphic Paving Pattern



7 Sculpture Garden



12 Dog Park



### CIVIC CENTER PLAZA

- 1 Garden Room
- 2 Flexible Plaza + Fountain
- 3 Lawn
- 4 Food & Retail Kiosks
- 5 Bold Graphic Paving
- 6 Civic Center Playgrounds

### FULTON MALL

- 5 Bold Graphic Paving
- 7 Sculpture Garden
- 8 Best of SF Kiosks
- 9 Flexible Plaza
- 10 Library Terrace + Pavilions

### UN PLAZA

- 1 Garden Room
- 5 Bold Graphic Paving
- 8 Best of SF Kiosks
- 9 Flexible Plaza
- 11 Interactive Art
- 12 Dog Park
- 13 Cafe Terrace
- 14 Boulder Play Garden
- 15 Food + Retail Pavilion



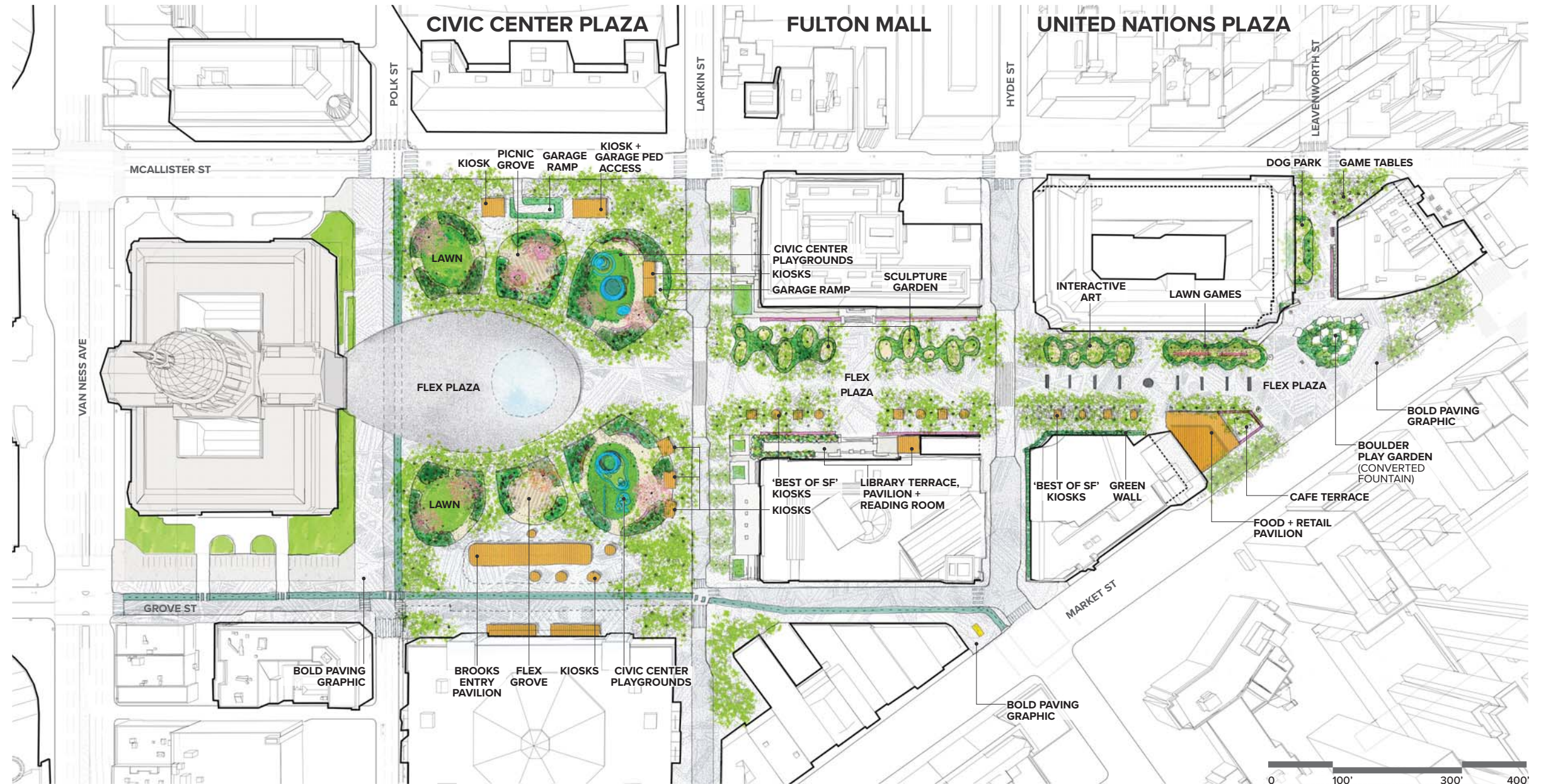
# CULTURE CONNECTOR



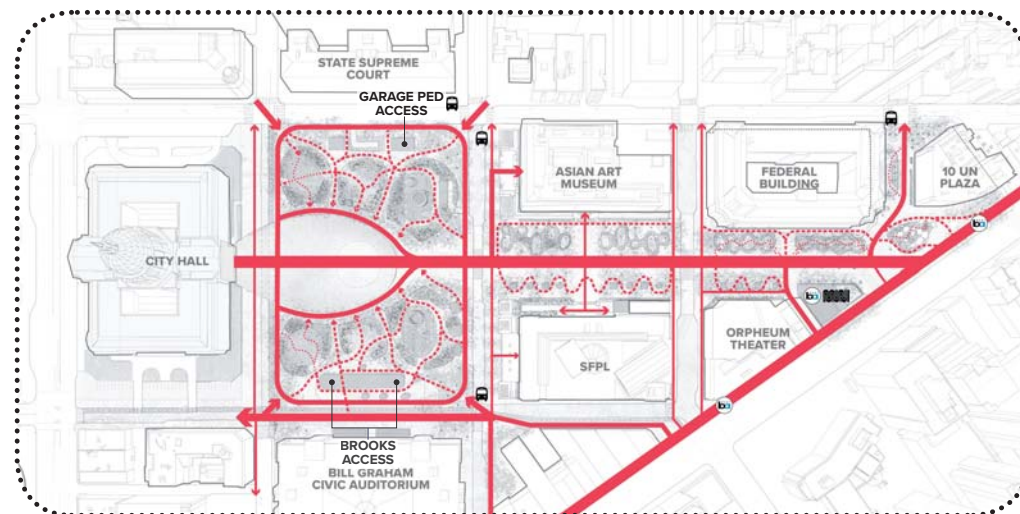
## FRAMEWORK ORGANIZATION

### LEGEND

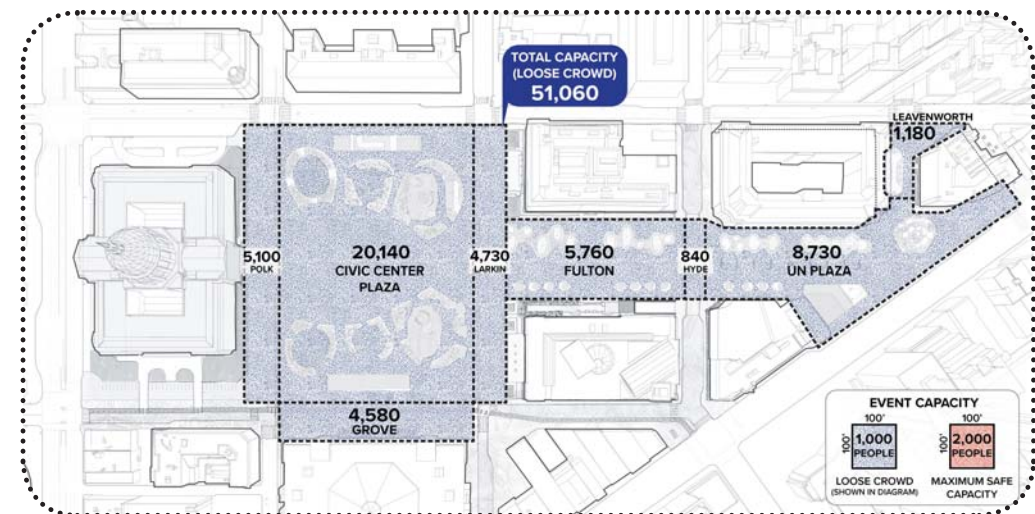
- Lawn
- Planting
- Kiosks + Pavilions
- Benches/Social Seating
- Public Art



## PEDESTRIAN CIRCULATION



## EVENT CAPACITY





# CULTURE CONNECTOR



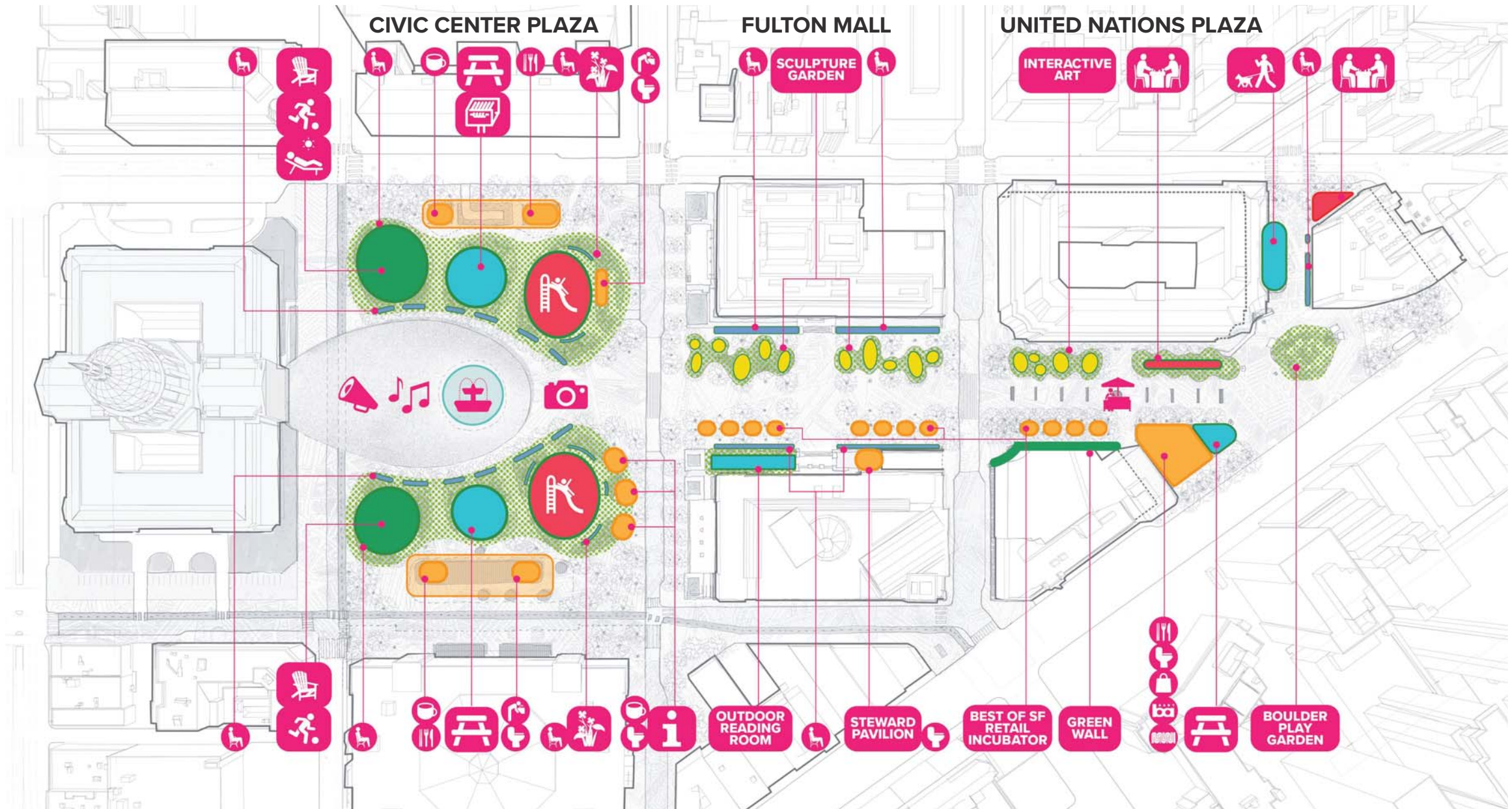
## PROGRAM + USE

### AMENITY AREAS

- Lawn
- Kiosks + Pavilions
- Play
- Amenities
- Water Feature
- Public Art
- Planting (non-lawn)
- Bench

### PROGRAM/ACTIVITIES

- Playground
- Celebrations & Special Events
- Farmer's Market
- Demonstration
- Restroom
- Photo Point
- Water Fountain
- Interactive Fountain
- Cafe
- Information
- Food & Beverage
- Outdoor Reading Room
- Picnic
- Dog Park
- Barbecue
- Public Art
- Games
- Ornamental Garden
- Social Seating
- Retail
- Bench Seating
- Bart Station
- Lounge Seating
- Muni Station
- Active Recreation
- Bus Stop
- Passive Recreation



## PUBLIC LIFE: ACTIVITY

These are snapshots of the variety and intensity of activity expected during a weekday at noon and a weekend at night, based on the **Program & Use** plan above.

### STATIONARY ACTIVITY

- Eating/Drinking
- Waiting for Transit
- Accompanied by Pets
- Passive - Sitting/Standing
- Exercise/Play/Recreation
- Commerce
- Political/Religious Advocacy
- Cultural/Performance
- Civic Work

### PEDESTRIAN & BIKE MOVEMENT

- Existing Pedestrian Count Volume
- Existing Bike Count Volume

Weekday & Weekend Data Source: Gehl Database, app.gehlpeople.com  
McAllister, Polk, Grove, Larkin, & Hyde Sts: Pedestrian & bike data taken on 6/7/2017  
Market St: Pedestrian & bike data taken on 3/10/2011

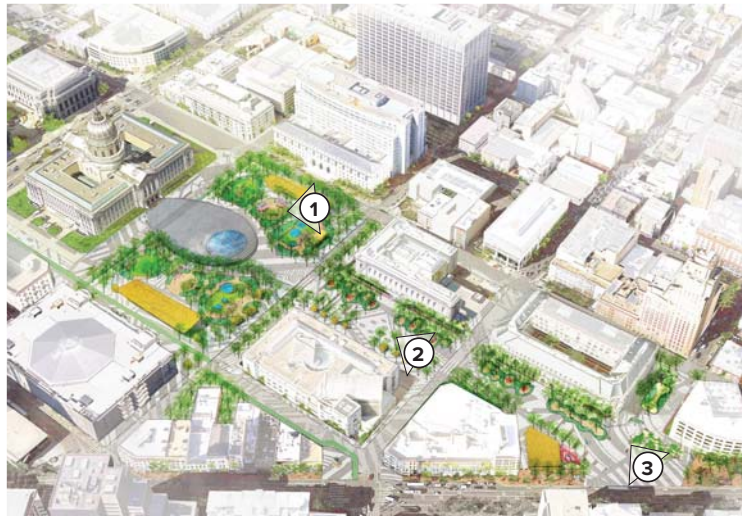




# CULTURE CONNECTOR



## A DAY AT CIVIC CENTER



**1 CIVIC CENTER PLAZA:** Garden rooms, including picnic and lawn areas, create a lively, verdant frame for a large gathering space centered on City Hall. A mist fountain provides an informal place to play during the day, but can be turned off during civic events.



**2 FULTON MALL:** Small kiosks with flexible seating support local merchants and restaurants, celebrating the 'Best of SF'. A sculpture garden along the Asian Art Museum creates visual delight and adds plants that can support butterflies and birds.



**3 UN PLAZA:** A Boulder Play Garden provides a place for nature play, complementing a dog park on Leavenworth. Lawn games and interactive art in UN Plaza frame the civic spine. A bold paving pattern unifies the entire public realm from Market St to City Hall.





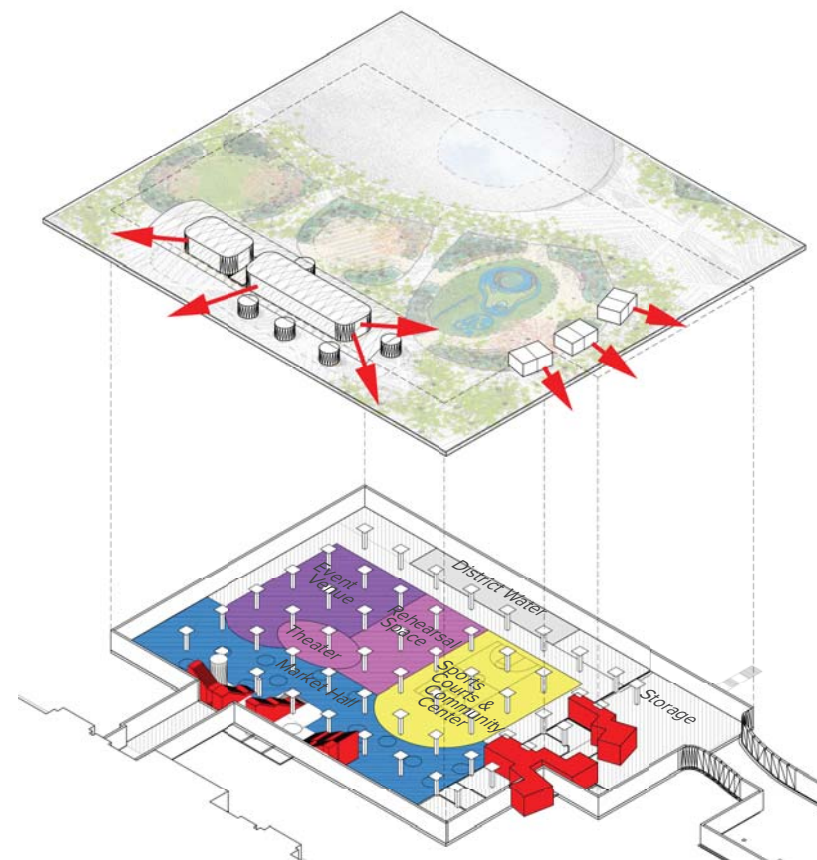
Shed Structure



Shed Structure

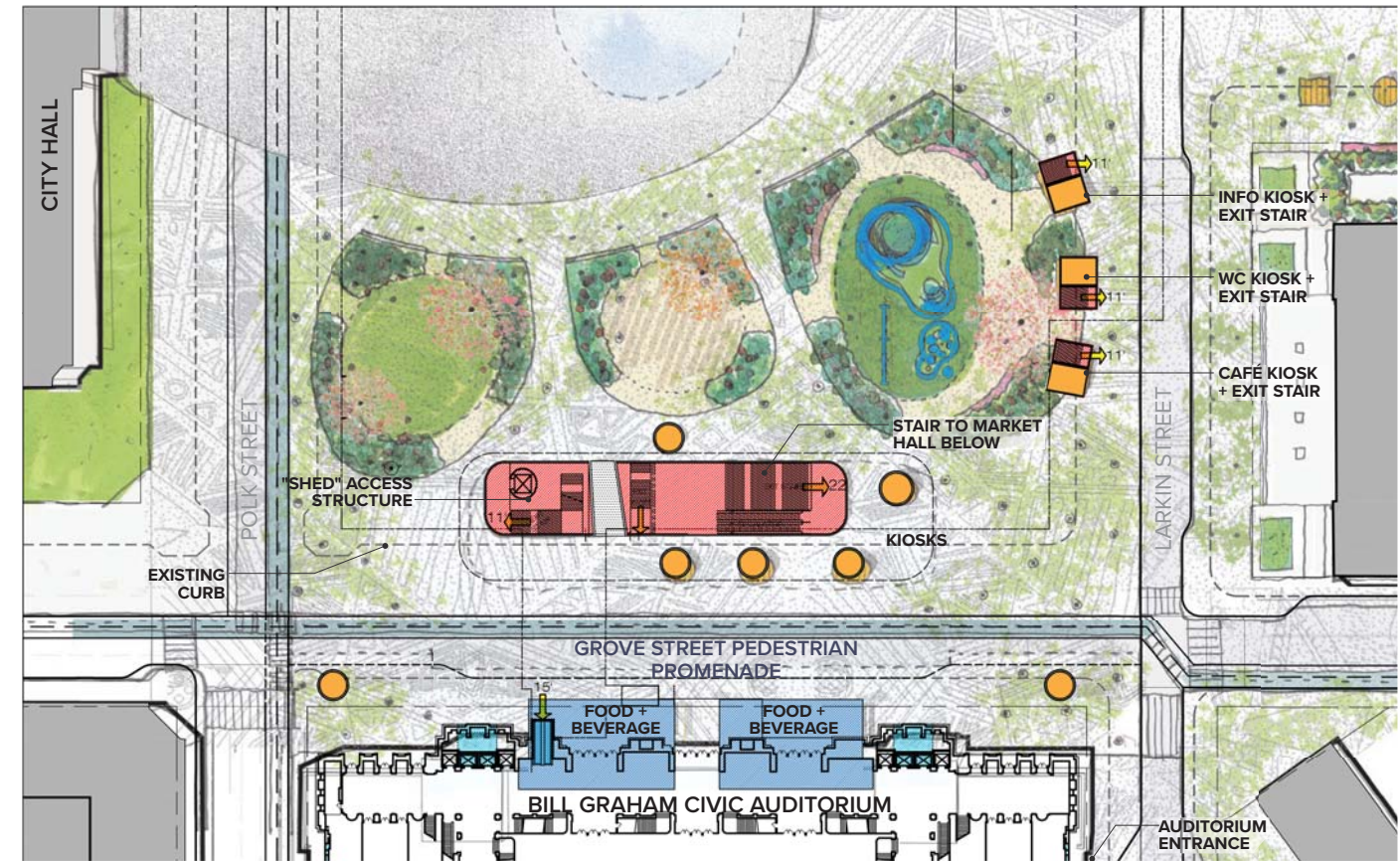


Kiosks

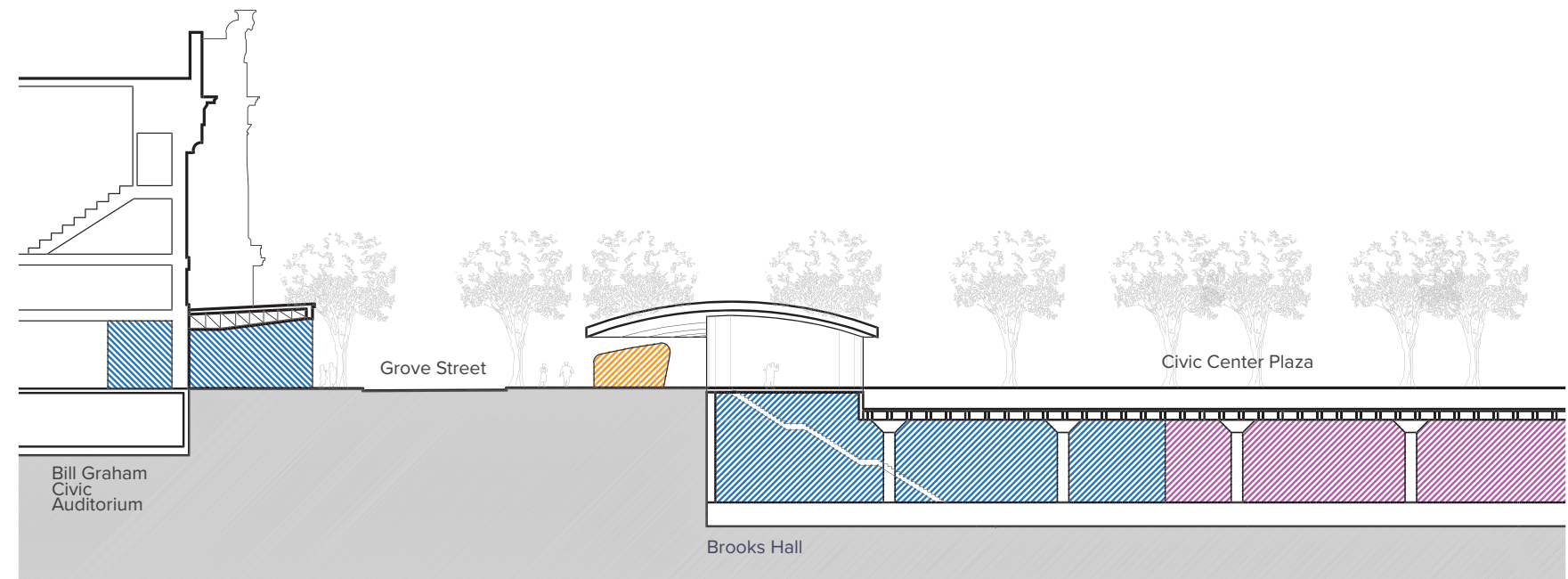


## PROGRAM EVENTS + ENTERTAINMENT

- Food + Beverage
- Retail
- Community / Civic
- Event
- Performing Arts
- Office
- District Water Storage
- Storage
- Exit Enclosure
- Multi-purpose Kiosk



## SURFACE DIAGRAM



## N-S GROVE STREET SECTION







# PUBLIC PLATFORM



**CITY IMAGE** A vision for a 21st-century Commons centered on **Performance**: flexible plazas -- stages for public life to unfold and support a diversity of activities -- are framed by trees, planting, and sloped lawns and bleacher seats that create places to see and be seen.



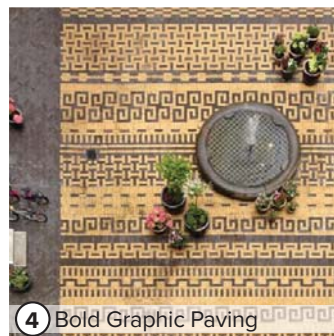
1 Flexible Lawn



2 Flexible Plaza



3 Food & Retail Kiosks



4 Bold Graphic Paving



8 Amphitheater + Overlook



10 Iconic Interactive Fountain



## CIVIC CENTER PLAZA

- 1 Flexible Lawn
- 2 Flexible Plaza
- 3 Food & Retail Kiosks
- 4 Neighborhood Graphic Paving
- 5 Civic Center Playgrounds
- 6 Free Speech Platform

## FULTON MALL

- 2 Flexible Plaza
- 3 Food & Retail Kiosk
- 7 Library Terrace + Pavilions

## UN PLAZA

- 2 Flexible Plaza
- 3 Food & Retail Kiosks
- 8 Amphitheater + Overlook
- 9 Active Recreation
- 10 Iconic Interactive Fountain



# PUBLIC PLATFORM



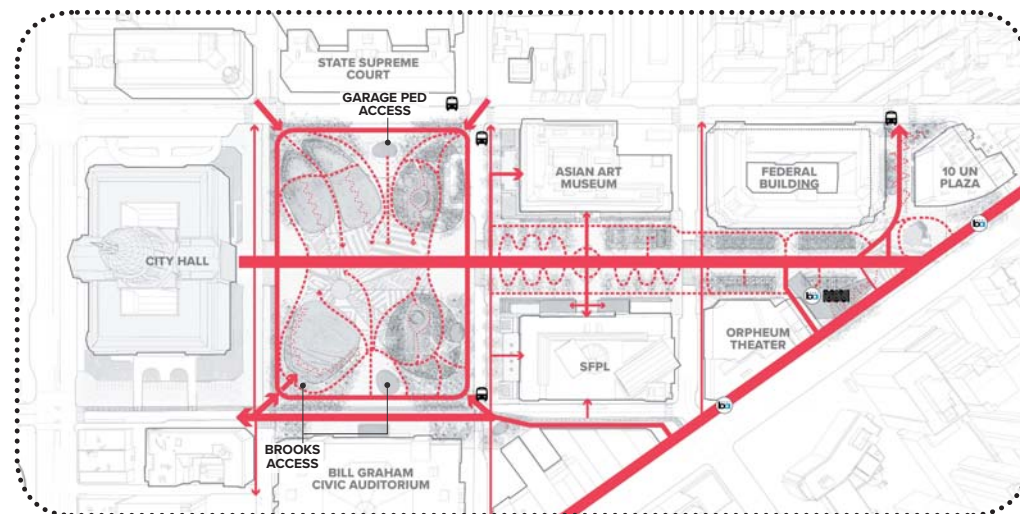
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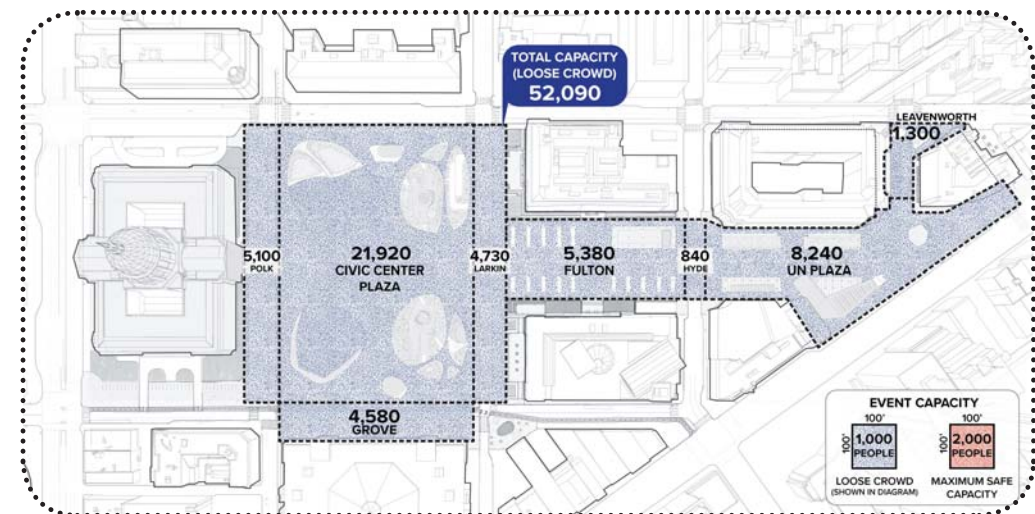
- Lawn
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- Public Art



## PEDESTRIAN CIRCULATION



## EVENT CAPACITY





# PUBLIC PLATFORM



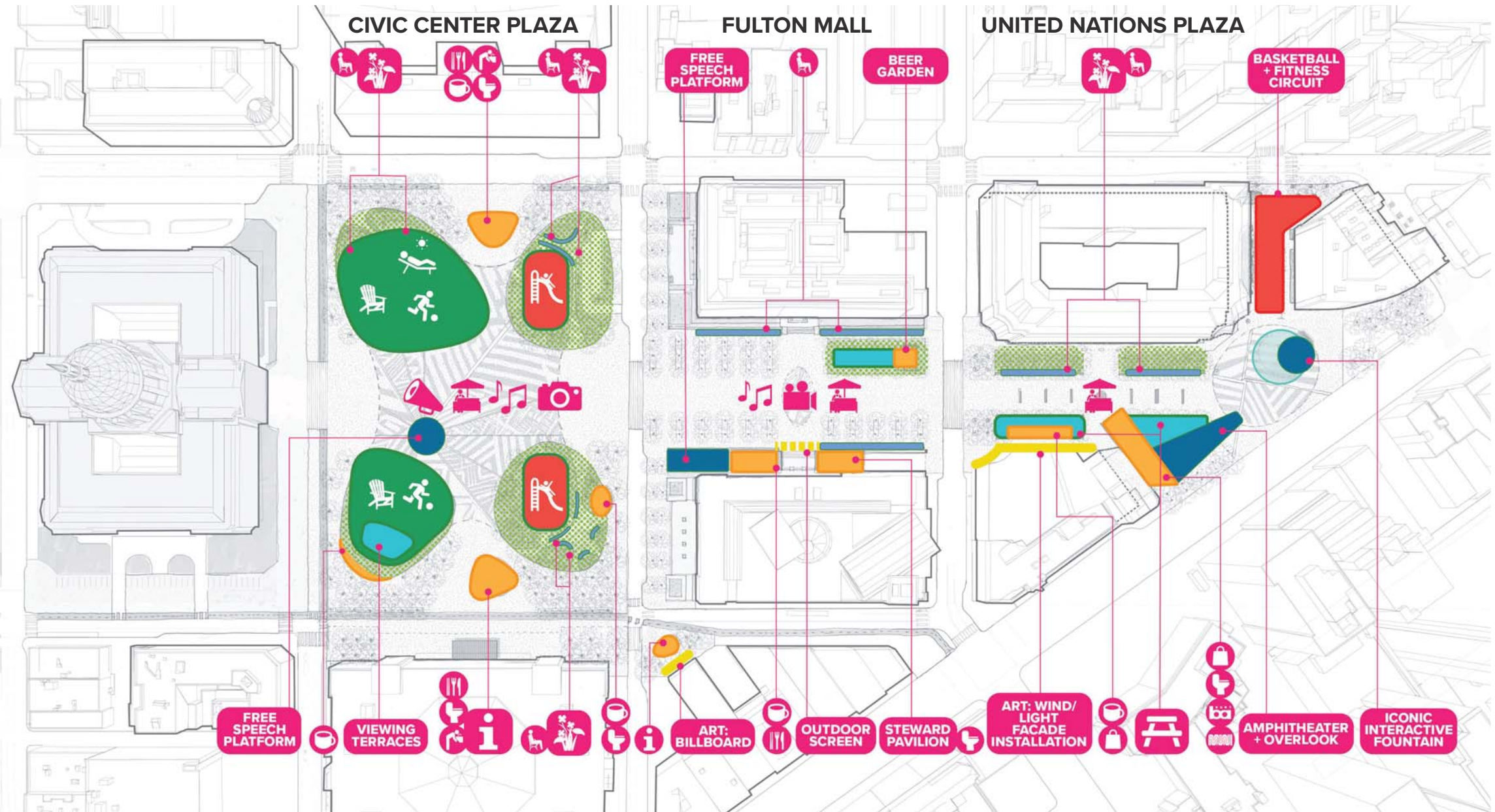
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- Play
- Amenities
- Water Feature
- Public Art
- Planting (non-lawn)
- Bench/Social Seating

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## A DAY AT CIVIC CENTER



**1 CIVIC CENTER PLAZA:** A generous central gathering space is framed by the playgrounds and lawn areas. Sloped lawns create elevated areas to see and be seen, while flat lawns provide flexible space for active and informal recreation.



**2 FULTON MALL:** An open, flexible plaza accommodates temporary activities, such as additional space for the Farmers' Market and food trucks. New pavilions in the plaza and along the Library add places to eat lunch and relax after work.



**3 UN PLAZA:** An amphitheater and a new interactive fountain frame a space for gathering and performance at Market St. A fitness mini-park on Leavenworth creates opportunities for active recreation.



# BROOKS HALL | PUBLIC PLATFORM



Wedge Structure



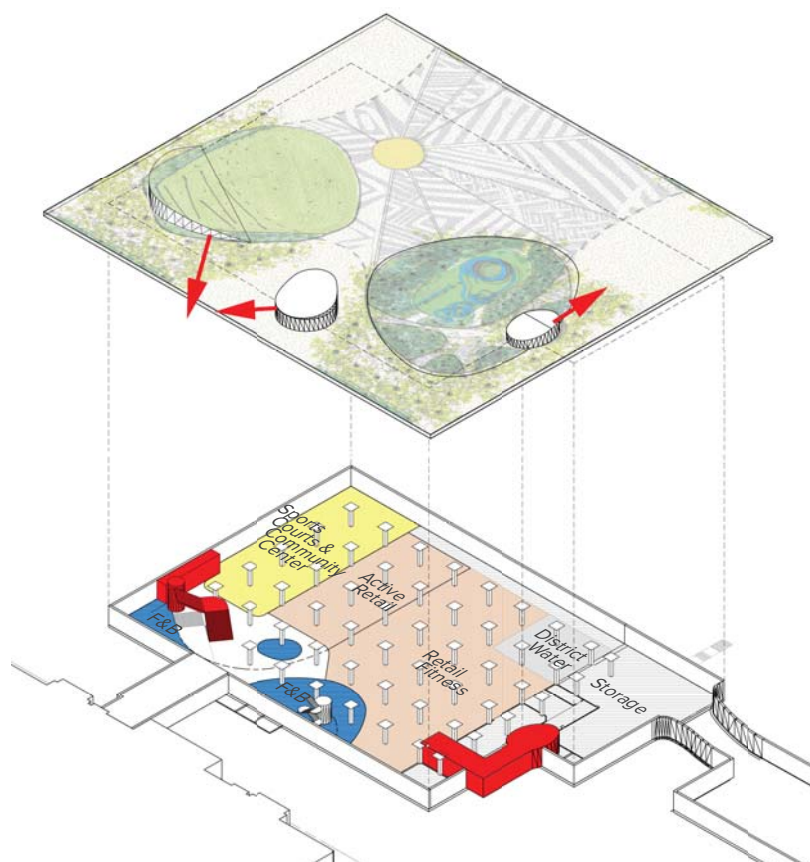
Pavilion Structure



Wedge Structure

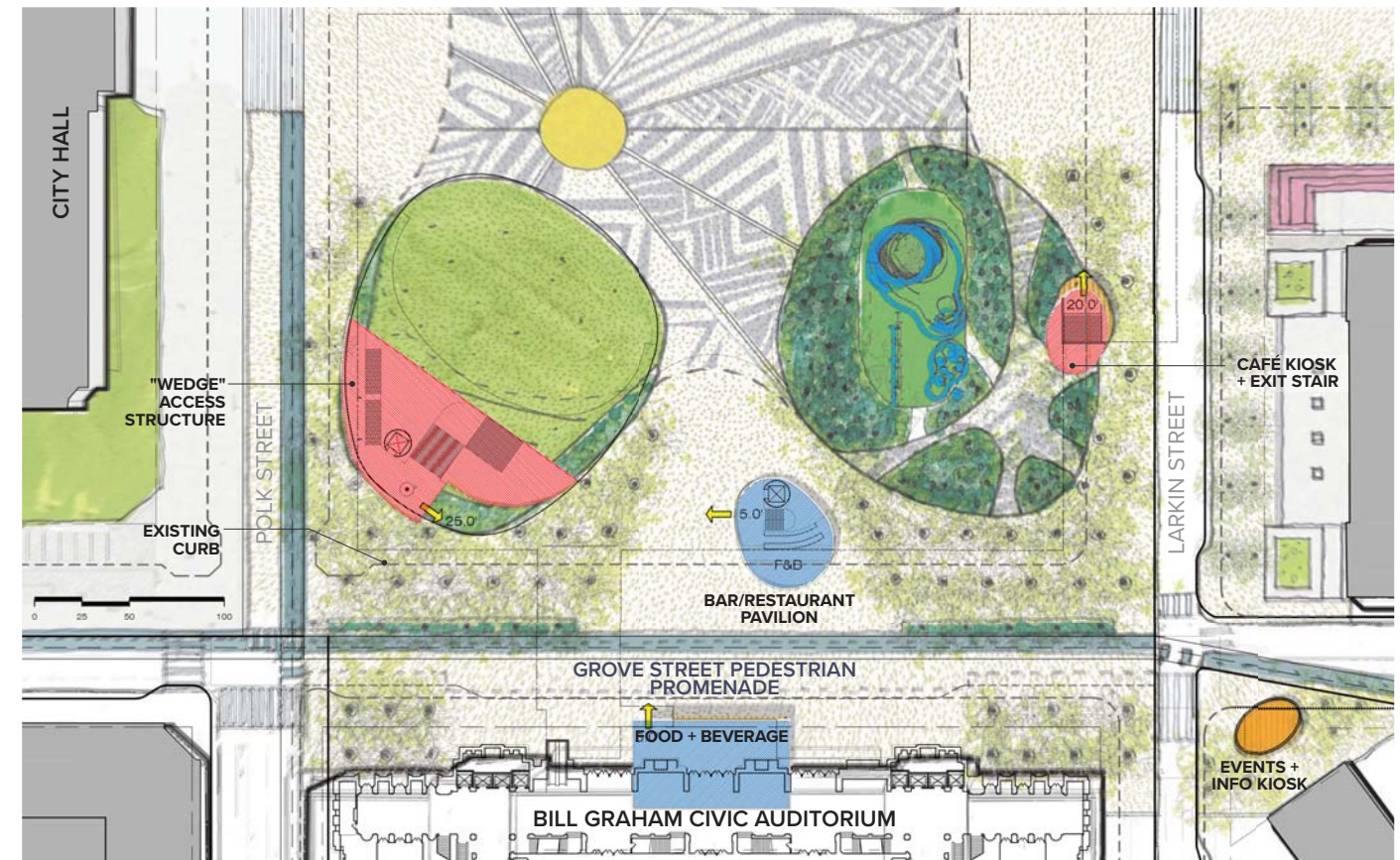


Kiosks

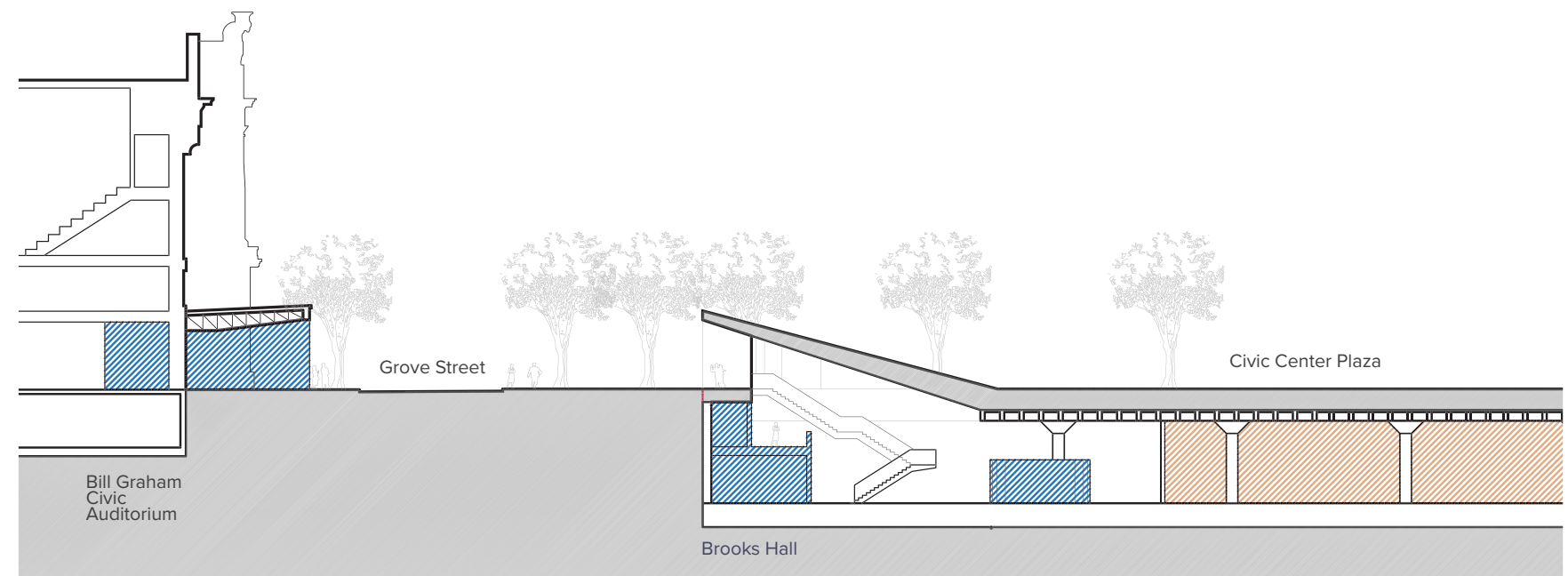


## PROGRAM RECREATION + FITNESS

- Food + Beverage
- Retail
- Community / Civic
- Event
- Performing Arts
- Office
- District Water Storage
- Storage
- Exit Enclosure
- Multi-purpose Kiosk



## SURFACE DIAGRAM



## N-S GROVE STREET SECTION





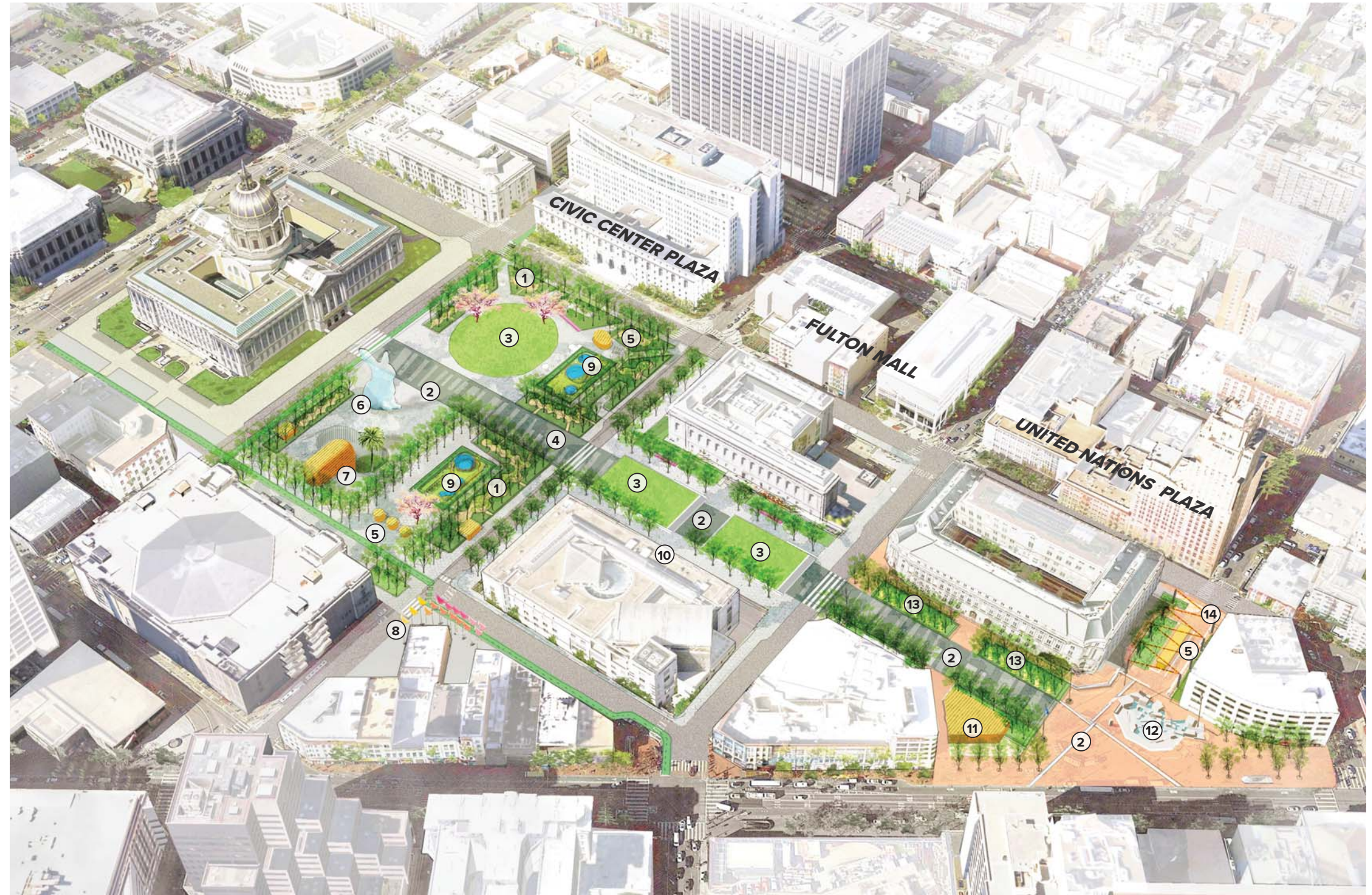
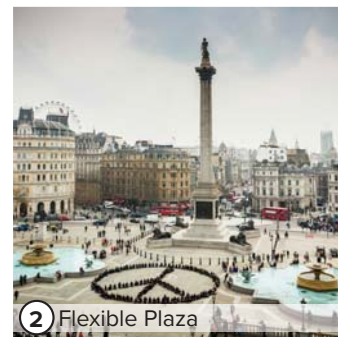
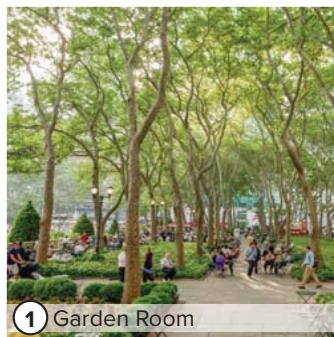


# CIVIC SANCTUARY



## CITY IMAGE

A vision for a 21st-century Commons that celebrates **History**: strict rows of trees that frame the public spaces and a defined central spine from Market Street to City Hall recall the formality of the historic Beaux-Arts plan, while contemporary uses and amenities celebrate civic life, work and SF history.



### CIVIC CENTER PLAZA

- 1 Garden Room
- 2 Flexible Plaza
- 3 Flexible Lawn
- 4 Civic Timeline Paving
- 5 Food & Retail Kiosks
- 6 Temporary Art
- 7 Viewing Courtyard
- 8 Flagpole Grove
- 9 Civic Center Playgrounds

### FULTON MALL

- 2 Flexible Plaza
- 3 Flexible Lawn
- 10 Library Terrace + Pavilions

### UN PLAZA

- 2 Flexible Plaza
- 5 Food & Retail Kiosks
- 11 Food & Retail Pavilion
- 12 Restored Fountain
- 13 Local Heroes Walk Statues
- 14 Interactive Community Message Board







# CIVIC SANCTUARY



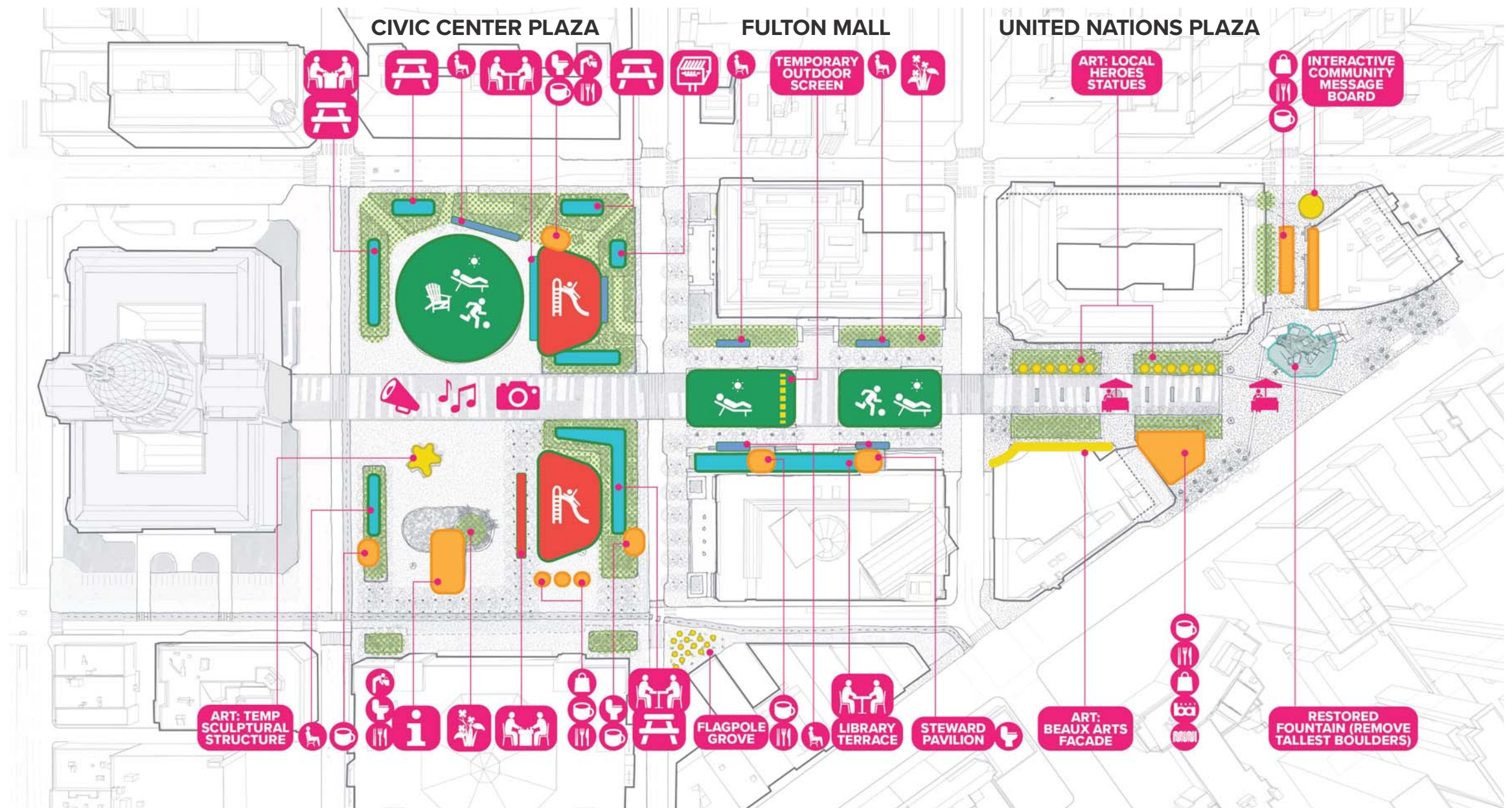
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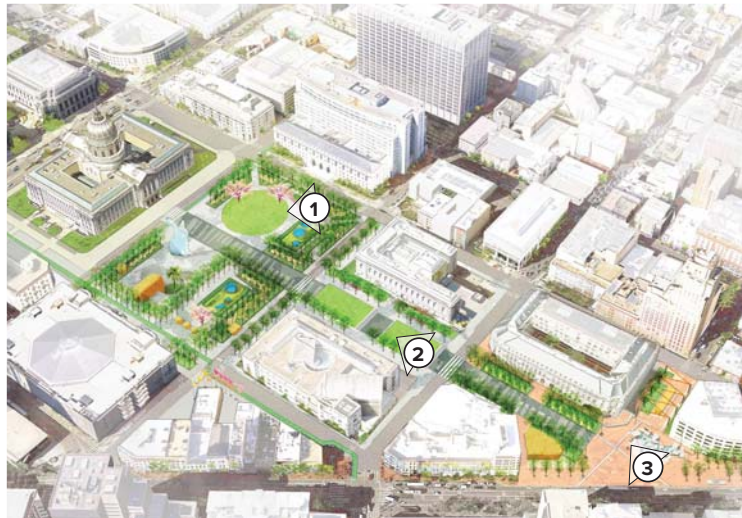




# CIVIC SANCTUARY



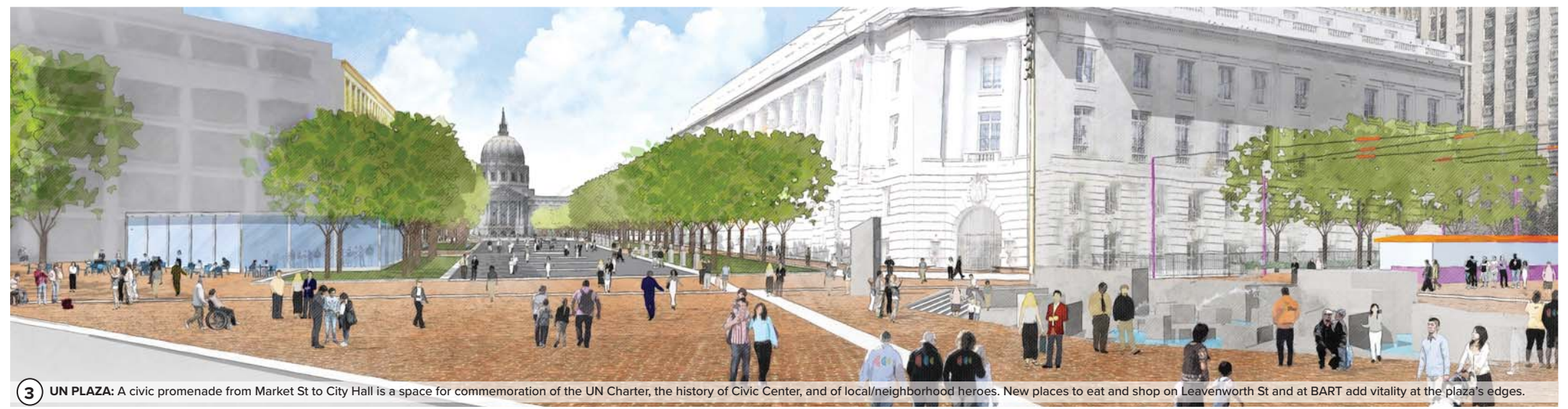
## A DAY AT CIVIC CENTER



**1 CIVIC CENTER PLAZA:** A generous lawn, extra-long benches in the sun and under trees, and movable chairs provide places to picnic and gather near the playgrounds. Temporary art adds whimsy and activates the plaza in front of City Hall.



**2 FULTON MALL:** Lawn terraces between the Library and the Asian Art Museum provide a place to play and hang out, and are framed by benches and places to sit in sun or shade. New pavilions and seating on the Library terrace create a quiet place to people-watch.



**3 UN PLAZA:** A civic promenade from Market St to City Hall is a space for commemoration of the UN Charter, the history of Civic Center, and of local/neighborhood heroes. New places to eat and shop on Leavenworth St and at BART add vitality at the plaza's edges.



# BROOKS HALL | CIVIC SANCTUARY



Pavilion Structure



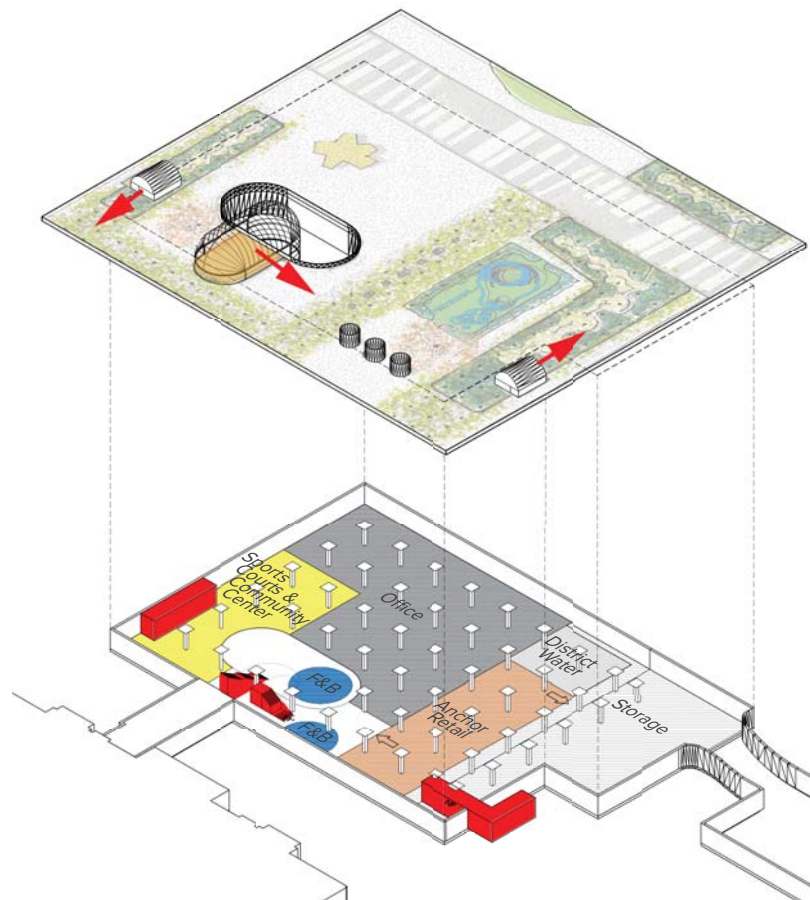
Pavilion Structure



Below-Grade Court

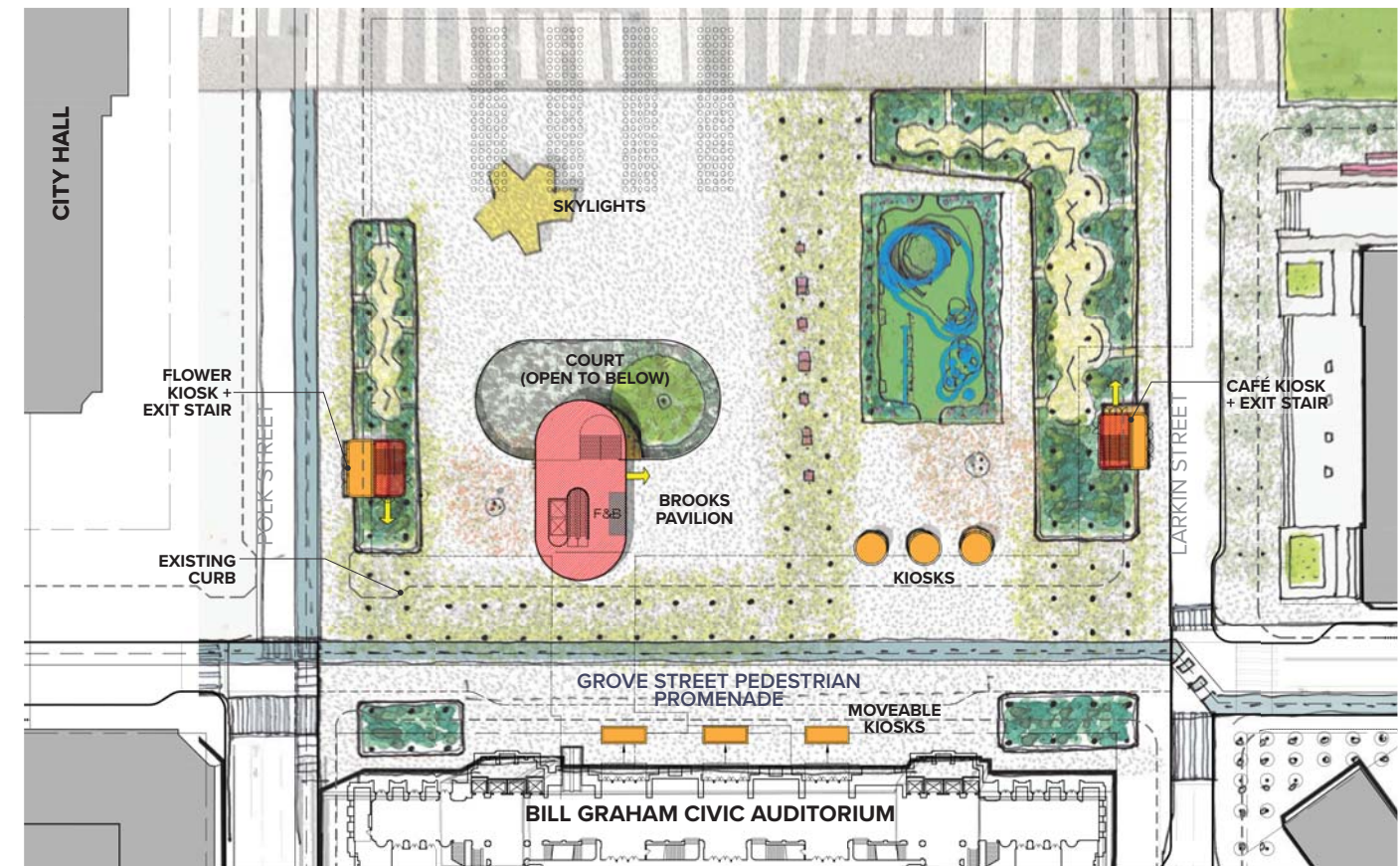


Kiosks

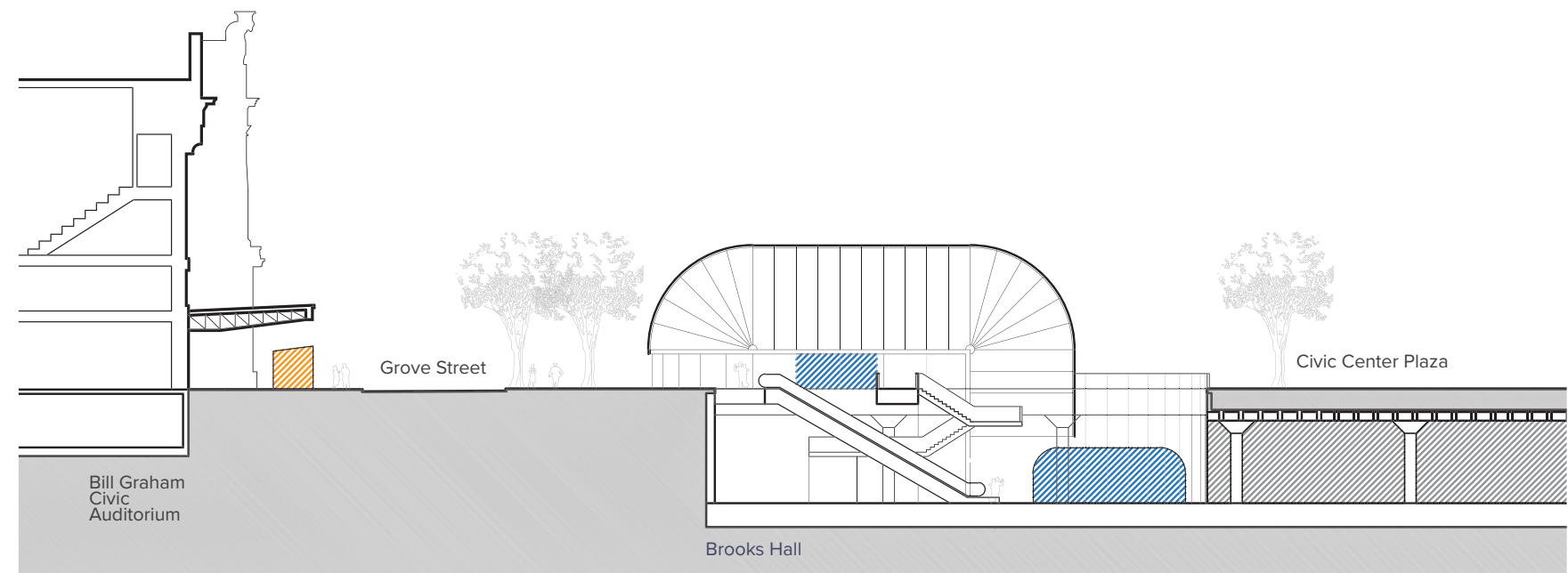


## PROGRAM NEIGHBORHOOD-SERVING

- Food + Beverage
- Retail
- Community / Civic
- Event
- Performing Arts
- Office
- District Water Storage
- Storage
- Exit Enclosure
- Multi-purpose Kiosk



## SURFACE DIAGRAM



## N-S GROVE STREET SECTION

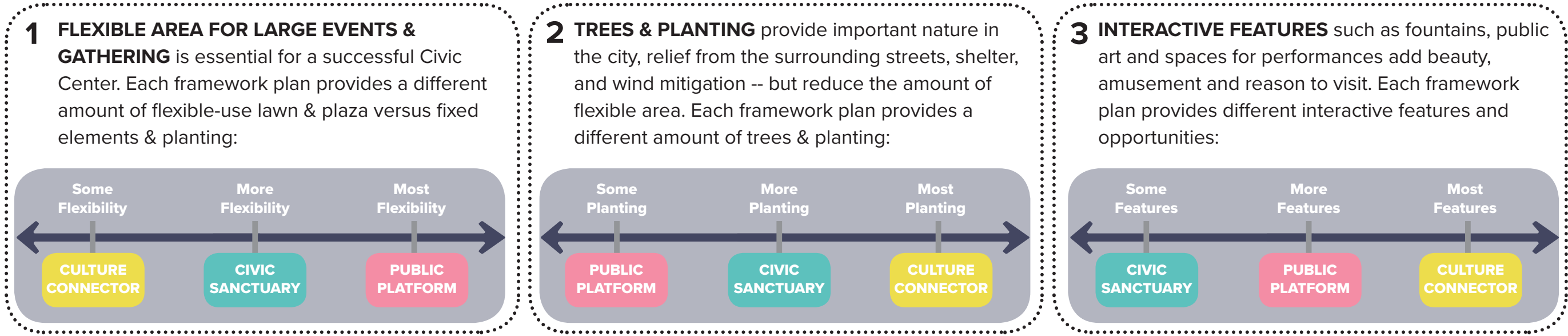


# FRAMEWORKS: CONSIDERATIONS + TRADE-OFFS

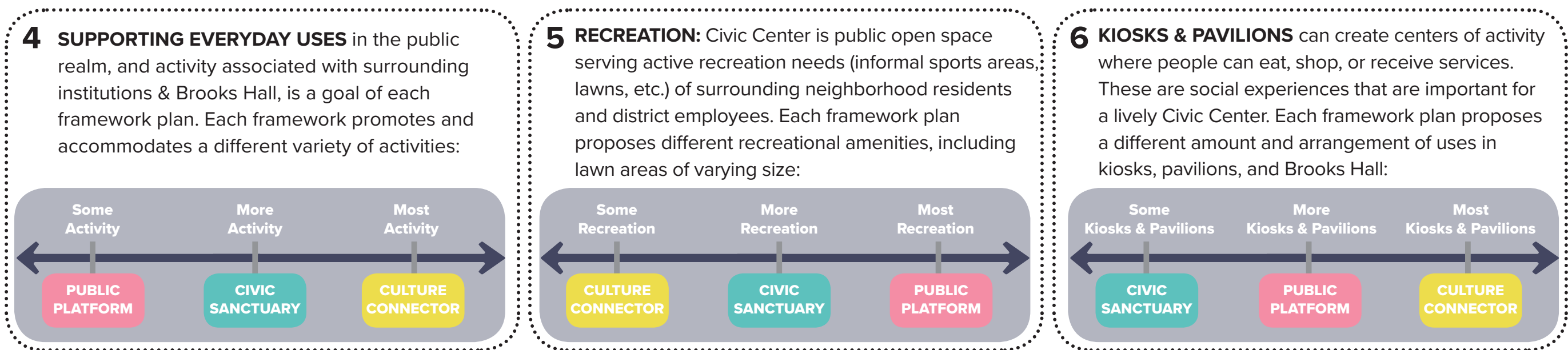


The preferred plan will address all of the considerations below to some extent. Your feedback on these design considerations will help inform the priorities of the plan.

**GATHERING:** Each framework plan is developed with specific considerations and trade-offs that inform the organization of the three public spaces for **spontaneous & planned events and gathering**:



**DAILY USE:** Each framework plan is developed with specific considerations and trade-offs that support **varied and inclusive uses, activities and social life**:





# STREET DESIGN: CONTEXT TODAY



Street typology, key sites, safety deficiencies, vehicles traffic volumes, parking and loading needs, and the bike and transit network are all key factors in guiding redesign priorities on specific streets and blocks within the Civic Center.

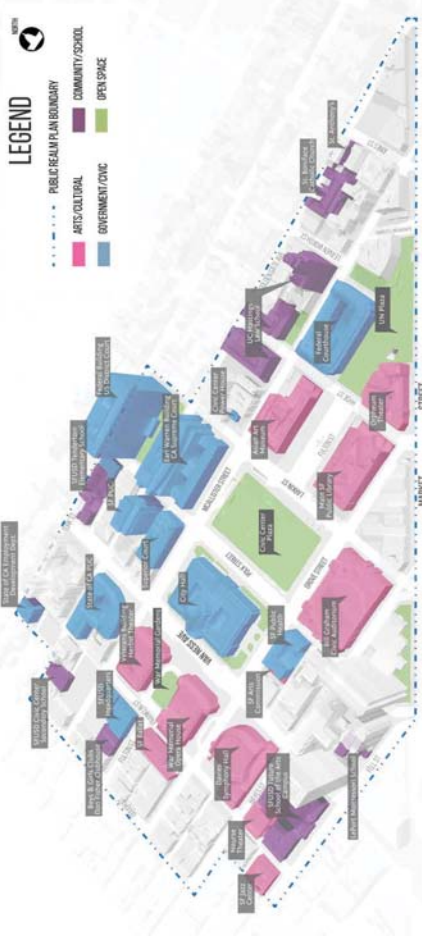
## IDENTITY

### STREET TYPOLOGY TODAY



The Better Streets Plan classifies Civic Center's most central streets as **Ceremonial Streets**, reflecting their critical civic importance

### KEY SITES



Major **government buildings** (in blue) are clustered along McAllister and Polk Streets, while **major arts institutions** (magenta) are primarily found along Grove Street and Van Ness Ave

## SAFETY

### HIGH-INJURY STREETS



Almost all of Civic Center's streets are **Vision Zero high-injury corridors**, with high injury and collision rates for all users.

### COLLISION LOCATIONS



Source: Transbase SF DPH database, collisions from 2005 - 2016  
SF MTA, 2012-15 Collisions Report

Along the key focus corridors, **pedestrian and bicycle collisions are highest at Grove and Hyde/Market**. When including vehicle-only collisions, **Grove and Van Ness** had the **most overall collisions** in the entire city from 2005-15.

## CONNECTION

### THE BIKE NETWORK TODAY



Due to topography, **Polk Street** is a **critical north-south bicycling route**. McAllister and Grove serve as east-west routes, as do Turk and Golden Gate, east of Polk. Limited transit and low traffic volumes make **Grove Street** a good candidate for upgraded bike facilities.

### THE TRANSIT NETWORK TODAY



The **main transit spines** are **McAllister Street** and **Van Ness Avenue**, which will soon host the city's first Bus Rapid Transit (BRT) line. **Civic Center Station**, with both BART and the Muni Subway, is a key transit hub for accessing Civic Center from throughout the Bay Area.

## MOBILITY/OPERATIONS

### TRAFFIC VOLUMES TODAY



**Van Ness, Franklin/Gough**, and **Hyde/Leavenworth** carry the bulk of north-south traffic. **Hayes** and **Fell** carry significant east-west traffic. **Grove Street** carries the **least traffic** of the plan area's major streets.

### KEY STREETS PARKING & LOADING TODAY



There are **1,265 on-street** metered parking and loading spaces in the plan area. There are also 600 spaces in the Performing Arts Garage and 843 in the Civic Center garage. With daytime peak occupancy at 63%, and night-time 39%, **Civic Center Garage has substantial capacity**.



# STREET DESIGN: GOALS

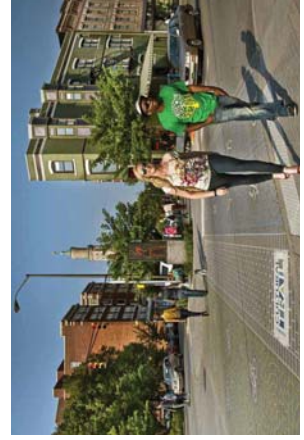
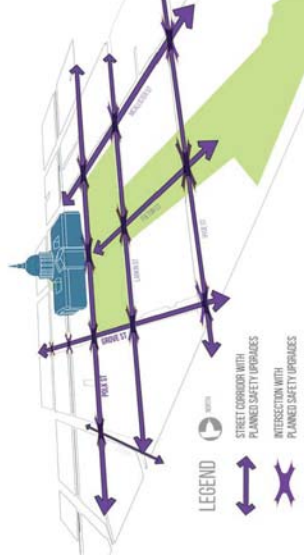


## STREET DESIGN GOALS

Goals for the design of Civic Center's streets were crafted with stakeholder and community input from Workshop 1 in November until today. They are consistent with the goals developed for Civic Center's open spaces, but specific to the needs for Civic Center's streets.

### 1 SAFETY AND COMFORT

Create safe, comfortable, human-scaled streets that encourage walking and achieve San Francisco's Vision Zero goal to eliminate traffic fatalities by minimizing conflicts between people walking, biking, and driving



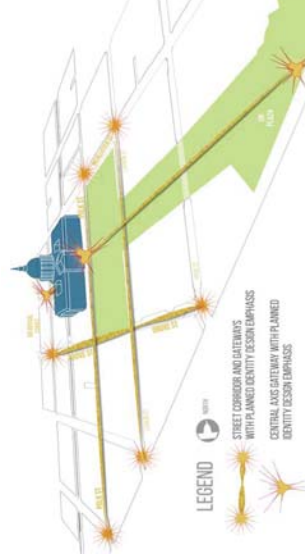
Indianapolis



State Street, Madison, WI

### 3 DISTINCTIVE IDENTITY

Enhance the special character and historic beauty of Civic Center through streetscape materials and amenities that contribute to a memorable district identity



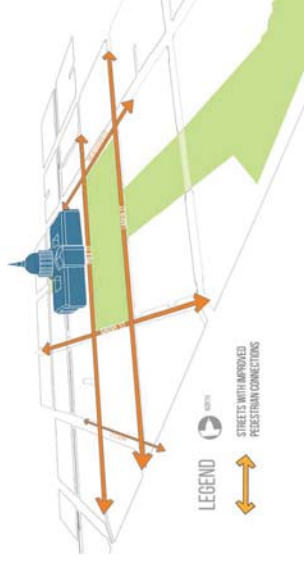
Orchard Rd, Singapore



Champs Elysees, Paris

### 2 CONNECTION

Use pedestrian-priority street design to reduce the physical and visual barriers created by wide roadways that now divide Civic Center's public spaces



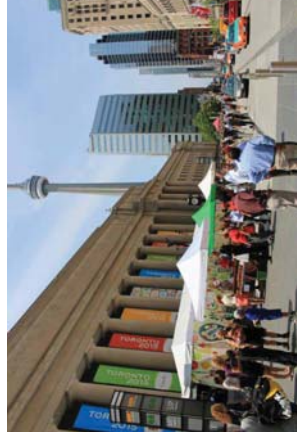
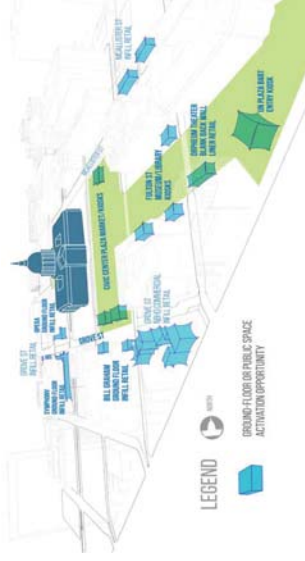
Market Square, Pittsburgh



Pike Place Market, Seattle

### 4 ACTIVATION

Design sidewalks to complement active adjacent ground floor uses and roadways that can easily convert to public space during major civic events



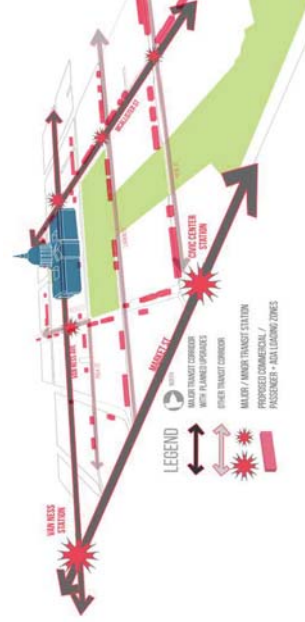
Front St, Toronto



Torvehallen, Israel Plads, Copenhagen

### 5 MOBILITY/ OPERATIONS

Improve universal accessibility, enhance transit operations and fulfill essential loading needs to ensure efficient access to Civic Center's institutions



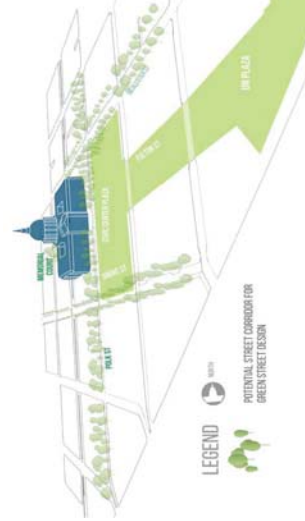
Place de la Republique, Rennes, France



Plaza de Armas, Guadalajara

### 6 SUSTAINABILITY

Make Civic Center's streets a showcase of San Francisco's commitment to sustainability through efficient, well-maintained, multi-modal, green streets design



RombEEK, The Netherlands



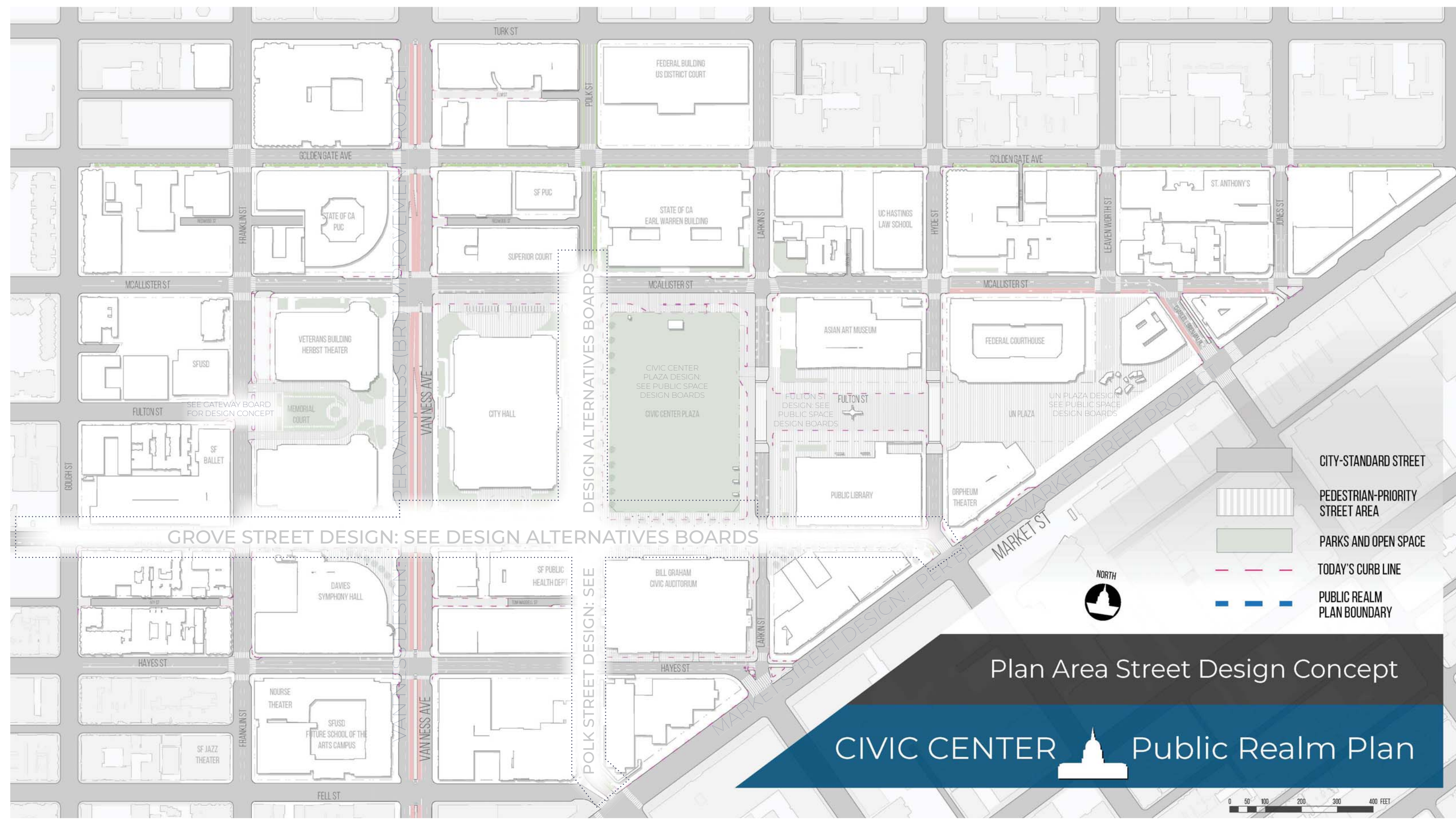
Shanghai St, Guangzhou



CIVIC CENTER PUBLIC REALM PLAN  
 COMMUNITY WORKSHOP 2 - April 24, 2018







GROVE STREET DESIGN: SEE DESIGN ALTERNATIVES BOARDS

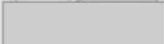

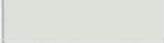
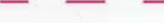

DESIGN ALTERNATIVES BOARDS

POLK STREET DESIGN: SEE

# Plan Area Street Design Concept

## CIVIC CENTER Public Realm Plan



-  CITY-STANDARD STREET
-  PEDESTRIAN-PRIORITY STREET AREA
-  PARKS AND OPEN SPACE
-  TODAY'S CURB LINE
-  PUBLIC REALM PLAN BOUNDARY



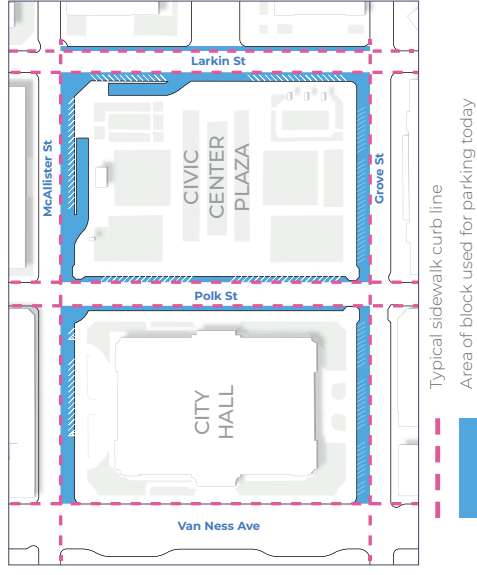


# STREET DESIGN: STREET ACTIVATION

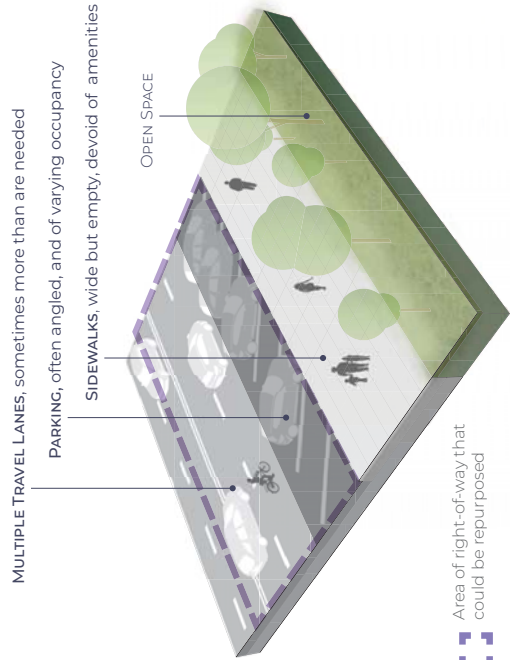


## WHAT COULD WE DO WITH THE SPACE GAINED BY NARROWING CIVIC CENTER PLAZA'S WIDE ROADWAYS?

City Hall and Civic Center Plaza's streets were designed many years ago to be extra wide for civic parades and so they would feel more grand. To make the streets so wide, the blocks were shrunk, making them smaller than surrounding blocks.



TYPICAL CIVIC CENTER PLAZA BLOCK EDGE CONDITION



Area of right-of-way that could be repurposed

Is this the best use of valuable excess right-of-way space in our Civic heart? What better things could we do with the space we could gain from narrowing Civic Center's streets?

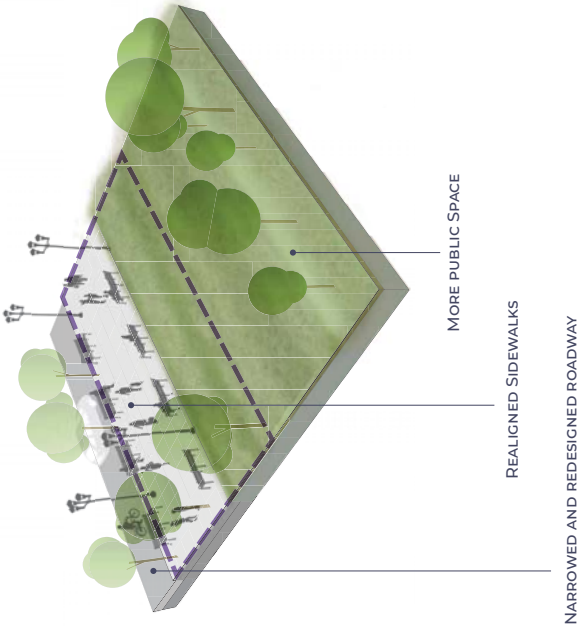
SHIFTING PATHS OF PEDESTRIAN TRAVEL

Angled parking along the plaza edges creates unsafe, wide roadways and intersections. It also makes for an uninviting view as people approach Civic Center Plaza by foot.

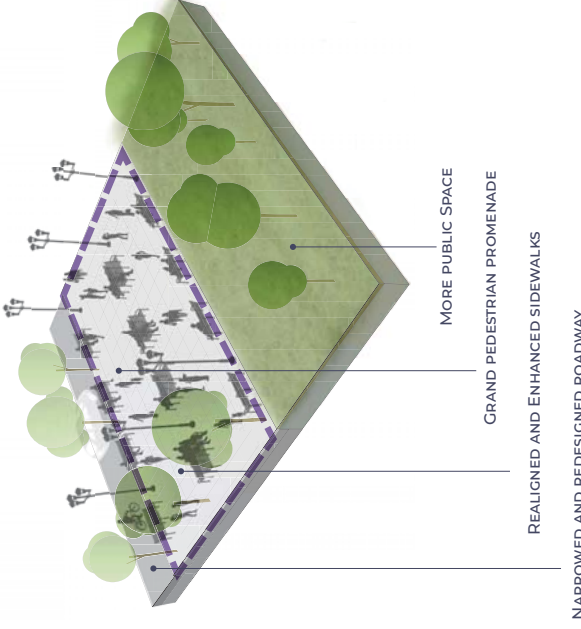


## POTENTIAL NEW BLOCK EDGE CONDITIONS

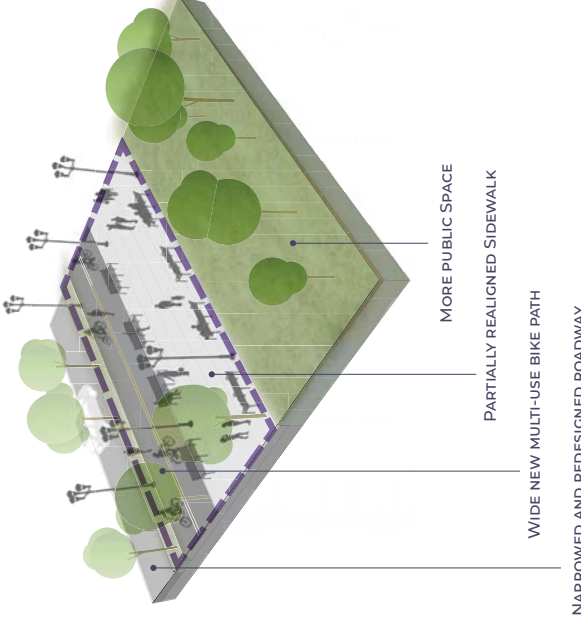
PARK EXPANSION



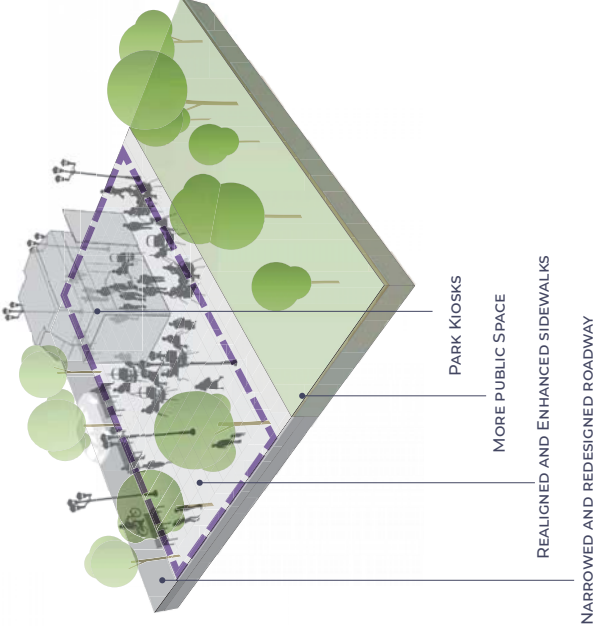
GRAND PROMENADE



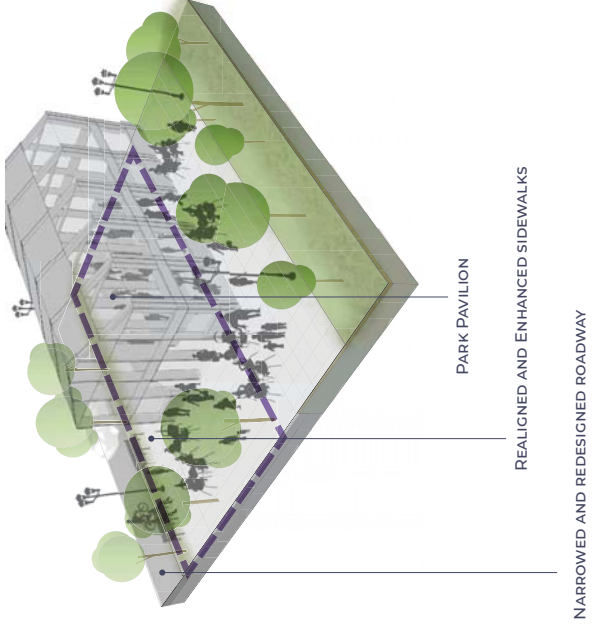
MULTI-USE PATH



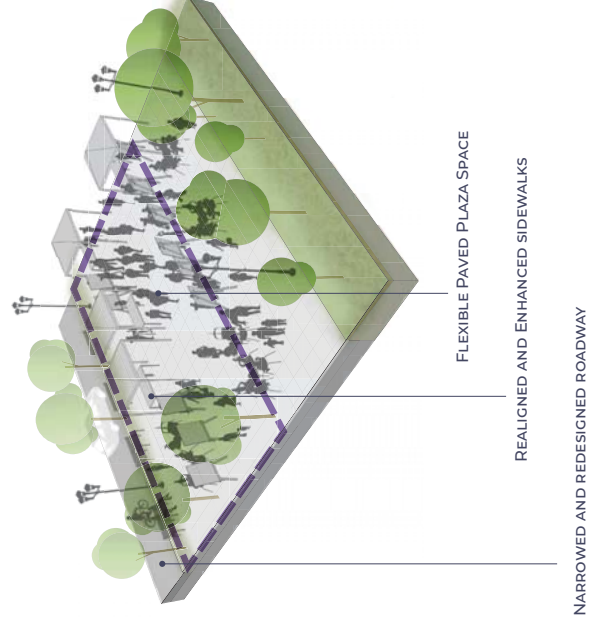
KIOSK ACTIVATION



MARKET/PAVILION ACTIVATION



FLEXIBLE ACTIVATION ZONE

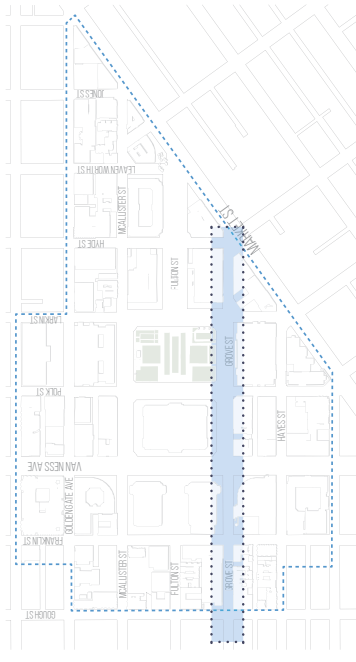




# STREET DESIGN: GROVE STREET



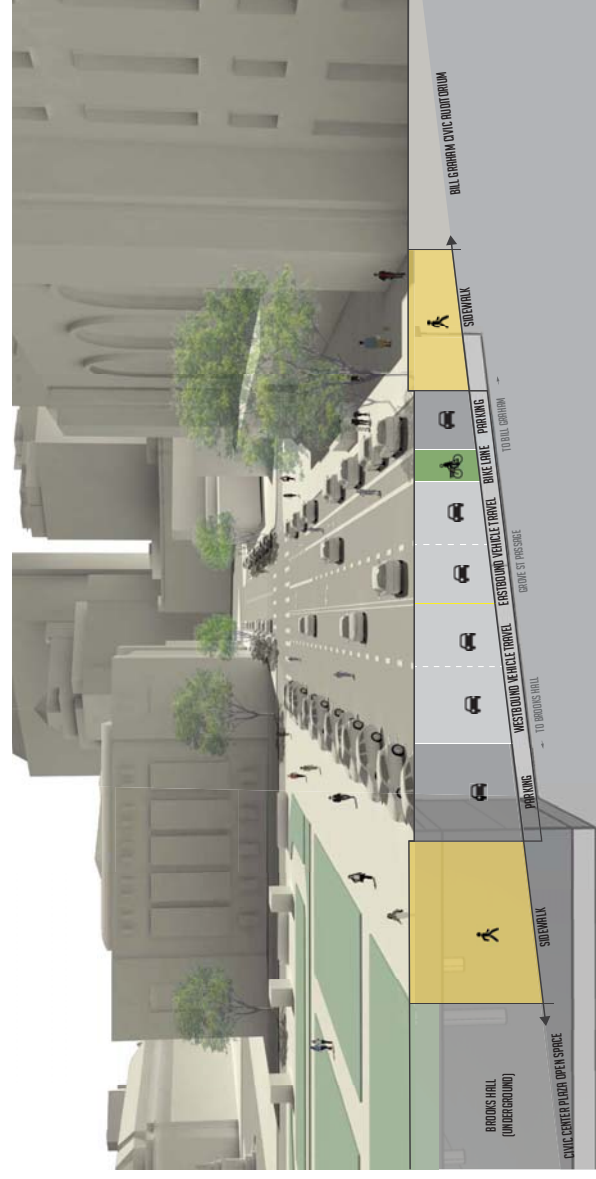
## KEY MAP



## GROVE ST

Two alternative street designs are proposed for Grove Street. The images below depict proposed changes on the block bordering Civic Center Plaza, which would have the most significant changes. The **“Complete Street”** alternative would employ today’s best-practice street design to improve comfort and safety for pedestrians and cyclists via protected bike lanes and sidewalk widening. The **“Plaza Promenade”** alternative would transform Grove Street into a gracious promenade experience, with major sidewalk widening and plaza expansion and a protected two-way bike path.

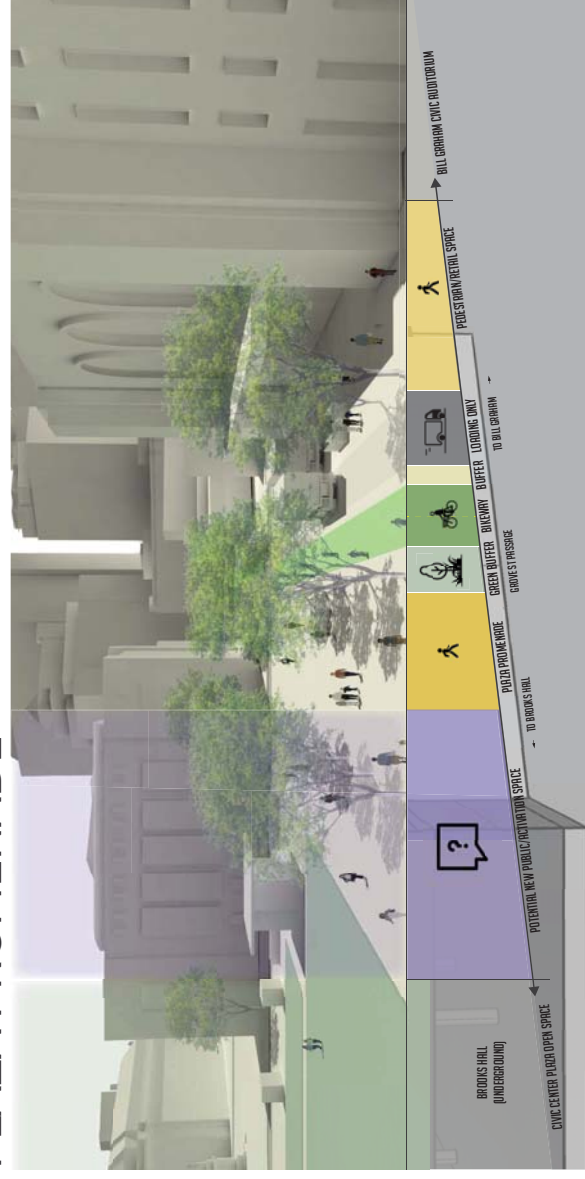
### EXISTING



### COMPLETE STREET



### PLAZA PROMENADE



<p>PEDESTRIAN SAFETY + COMFORT</p>	<ul style="list-style-type: none"> <li>High-injury corridor, even with low traffic volumes</li> <li>Van Ness &amp; Grove among the highest collision rates in SF</li> <li>Very wide, 71' intersection crossings with multiple conflicts</li> </ul>
<p>BIKE FACILITY</p>	<ul style="list-style-type: none"> <li>Shared lanes west of Van Ness</li> <li>Eastbound bike lane from Van Ness to Market St</li> </ul>
<p>TRANSIT SERVICE</p>	<ul style="list-style-type: none"> <li>21-Hayes (eastbound direction only) from Gough to Polk</li> </ul>
<p>TRAFFIC LANES AND VOLUMES</p>	<ul style="list-style-type: none"> <li>4 very narrow lanes between Gough &amp; Larkin, 2 lanes between Larkin &amp; Hyde/Market</li> <li>Low traffic volumes</li> </ul>
<p>VEHICLE ACCESS</p>	<ul style="list-style-type: none"> <li>No access restrictions other than for existing one-way street circulation</li> </ul>
<p>LOADING + PARKING</p>	<ul style="list-style-type: none"> <li>Parallel or diagonal parking/loading on both sides of street on all blocks</li> </ul>

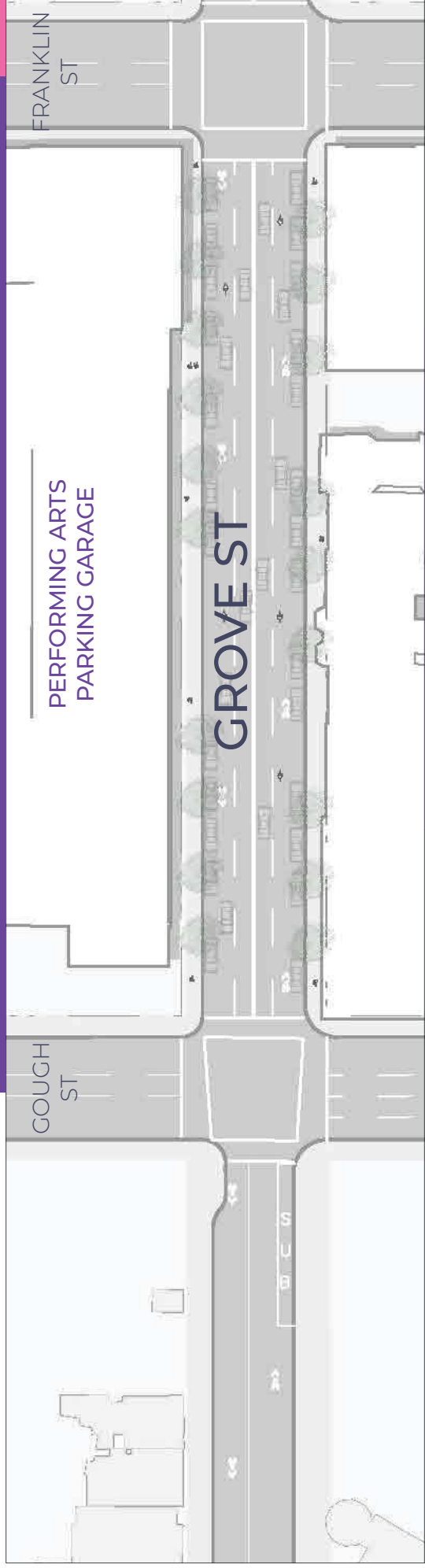
	<ul style="list-style-type: none"> <li>Narrowed and enhanced intersection crossings</li> <li>Upgraded sidewalk furnishings</li> <li>New trees and planting areas</li> </ul>
	<ul style="list-style-type: none"> <li>Parking-protected one-way bike lanes</li> </ul>
	<ul style="list-style-type: none"> <li>No changes to 21-Hayes service</li> </ul>
	<ul style="list-style-type: none"> <li>2 lanes between Gough &amp; Market</li> <li>Reduced traffic volumes</li> </ul>
	<ul style="list-style-type: none"> <li>No circulation changes proposed</li> </ul>
	<ul style="list-style-type: none"> <li>Parallel parking/loading on one side of street on all blocks</li> </ul>

	<ul style="list-style-type: none"> <li>Significant pedestrian-priority upgrades on all blocks, especially Plaza block</li> <li>Narrowed and enhanced intersection crossings</li> <li>New furnishings, trees and planting areas</li> <li>Fully-separated two-way bikeway/multi-use trail</li> </ul>
	<ul style="list-style-type: none"> <li>No changes to 21-Hayes service</li> </ul>
	<ul style="list-style-type: none"> <li>2 lanes between Gough &amp; Polk</li> <li>1 eastbound loading-only lane between Polk &amp; Larkin</li> <li>1 westbound lane between Larkin &amp; Market</li> <li>Significant traffic volume reduction</li> </ul>
	<ul style="list-style-type: none"> <li>No private vehicles on Plaza block (Bill Graham loading-only)</li> <li>1 lane, one-way westbound between Larkin &amp; Market (Library block) to improve safety at Market and Grove</li> </ul>
	<ul style="list-style-type: none"> <li>Parallel parking/loading on one side of street on all blocks</li> </ul>

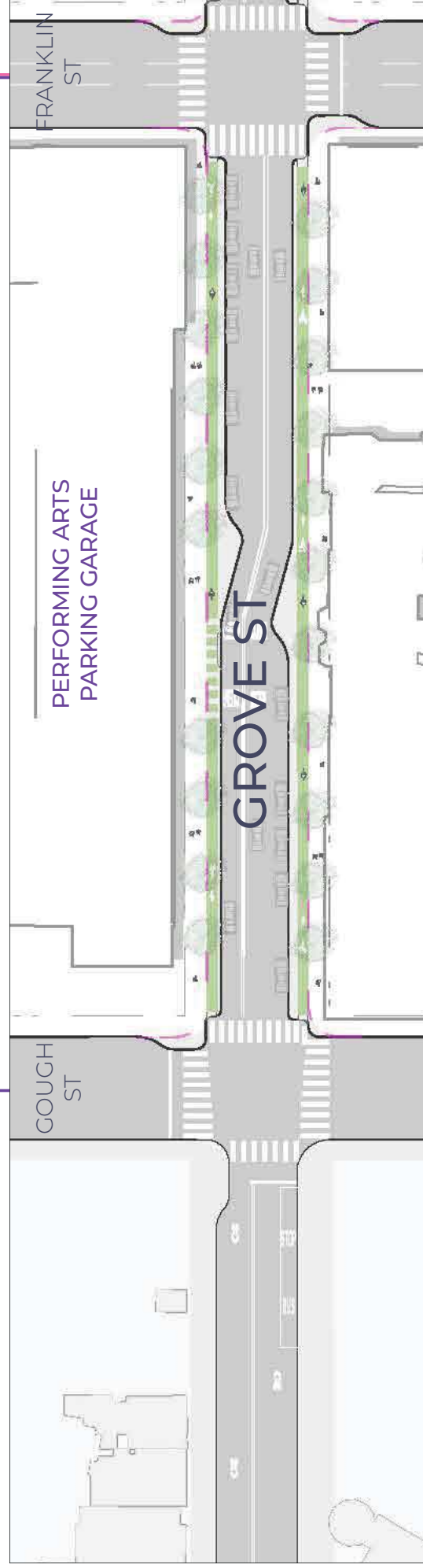
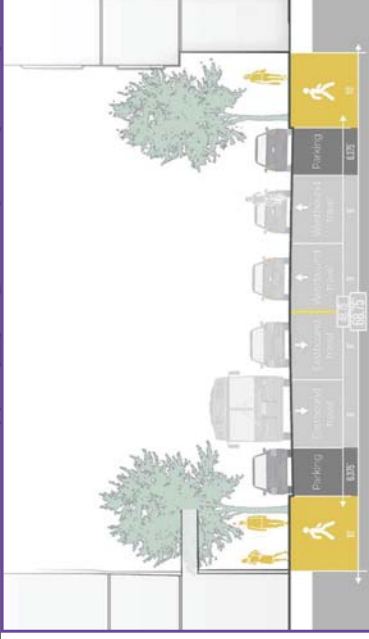


# STREET DESIGN: GROVE STREET

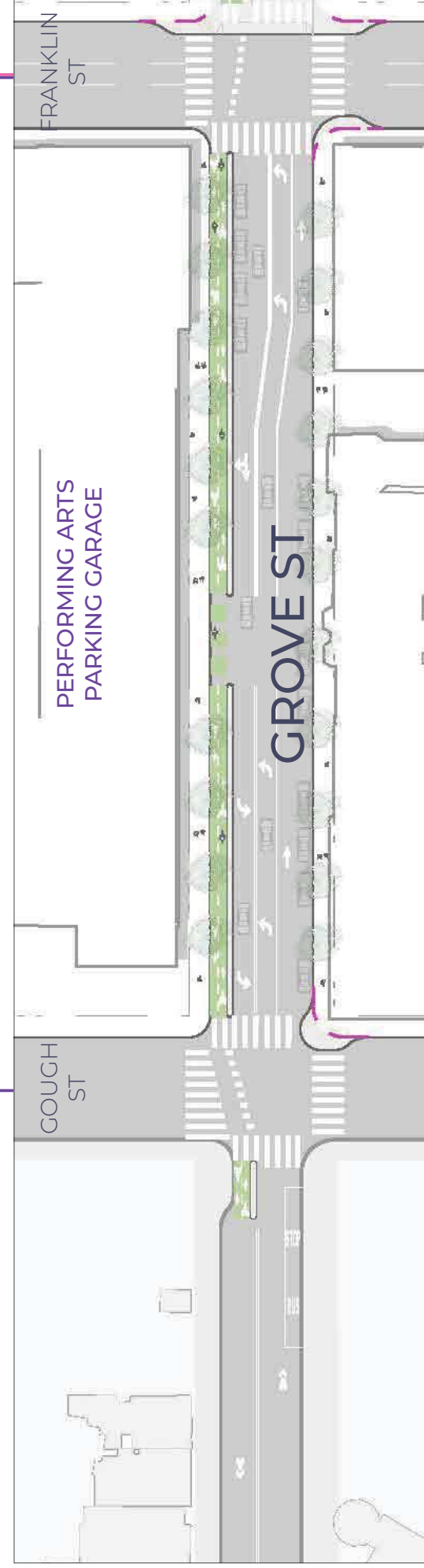
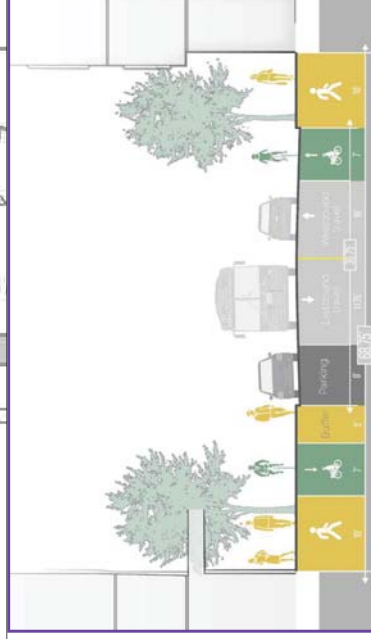
## GOUGH TO FRANKLIN: PERFORMING ARTS GARAGE BLOCK



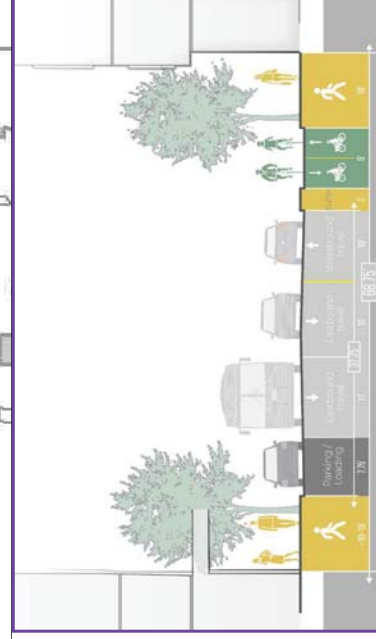
EXISTING



COMPLETE STREET



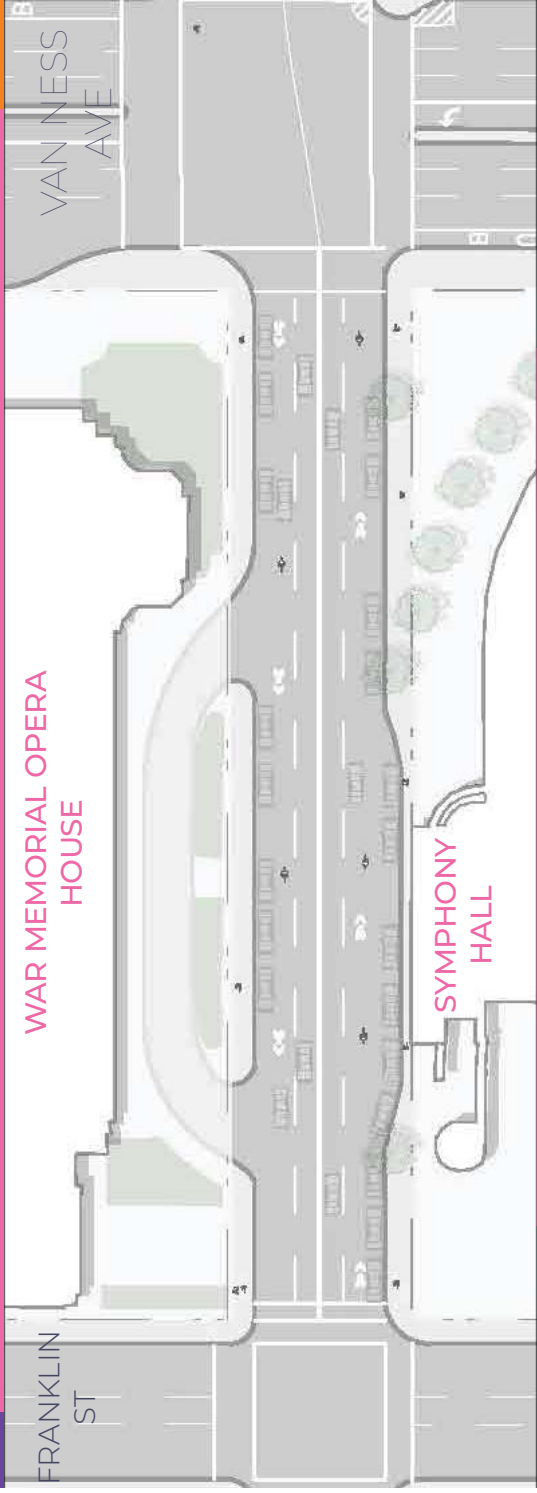
PLAZA PROMENADE



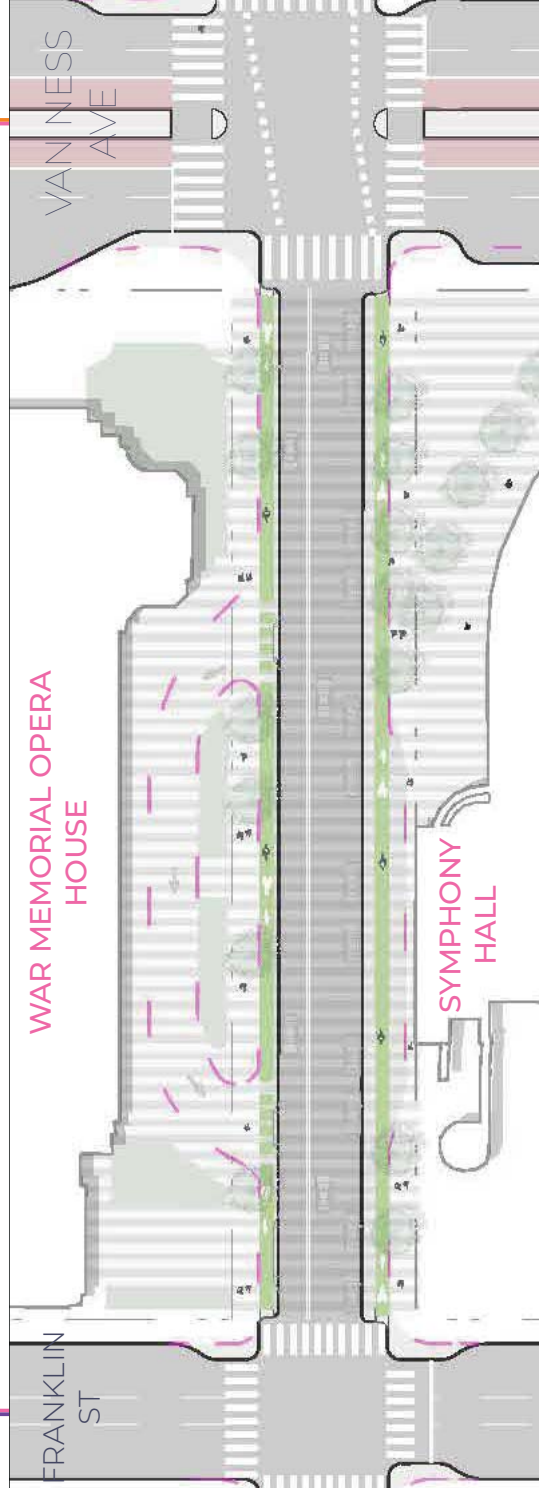
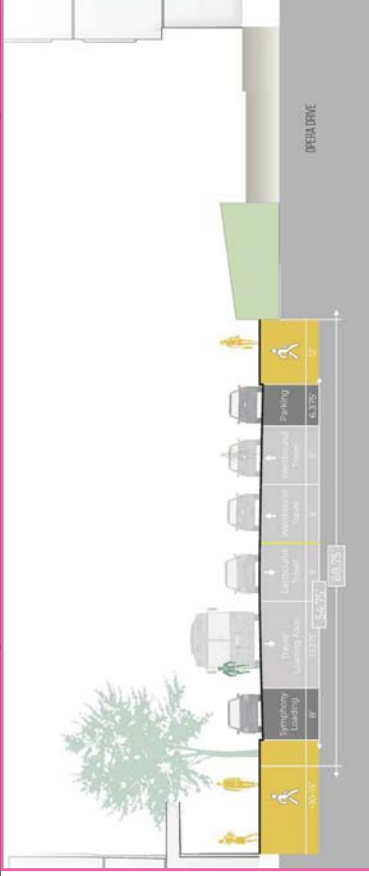


# STREET DESIGN: GROVE STREET

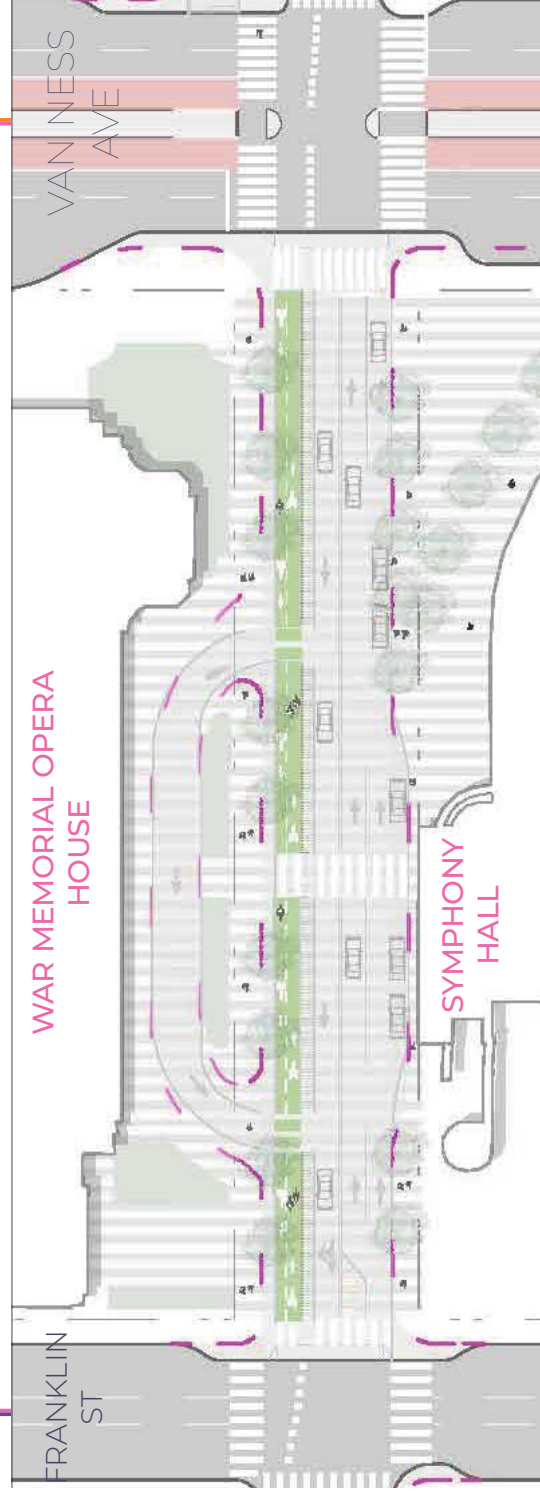
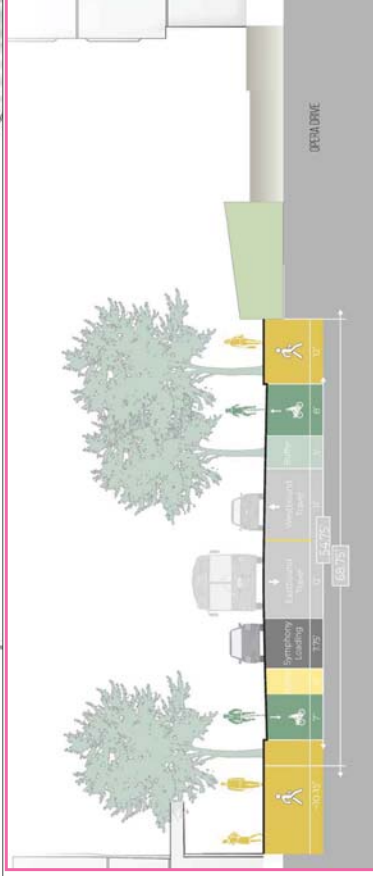
## FRANKLIN TO VAN NESS: OPERA + SYMPHONY BLOCK



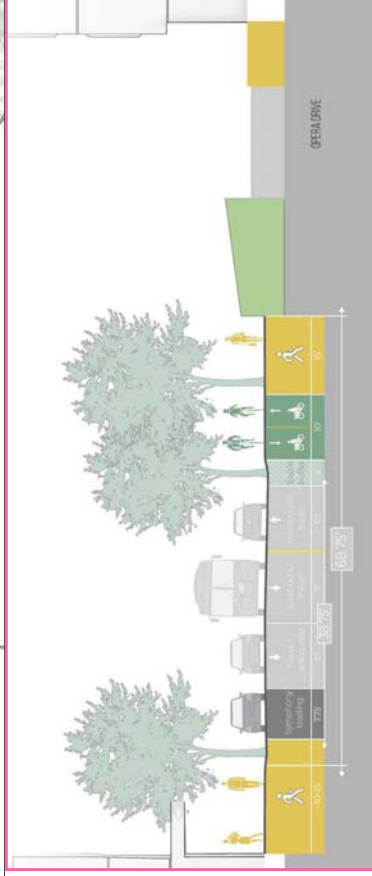
### EXISTING



### COMPLETE STREET



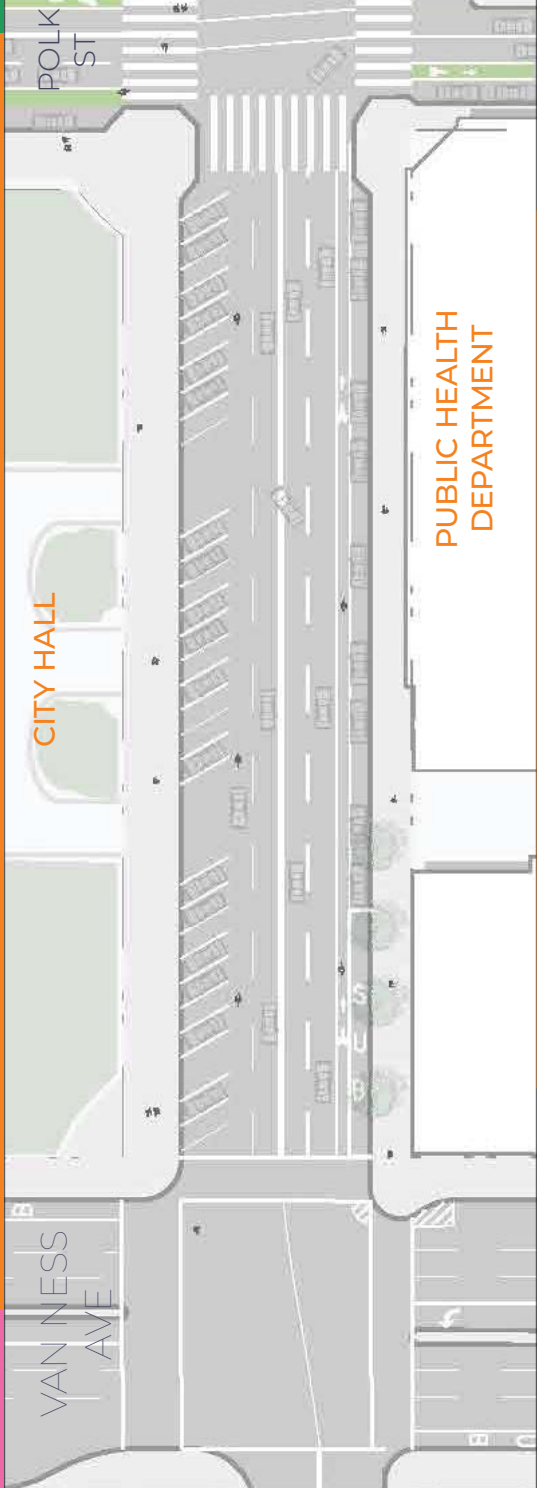
### PLAZA PROMENADE



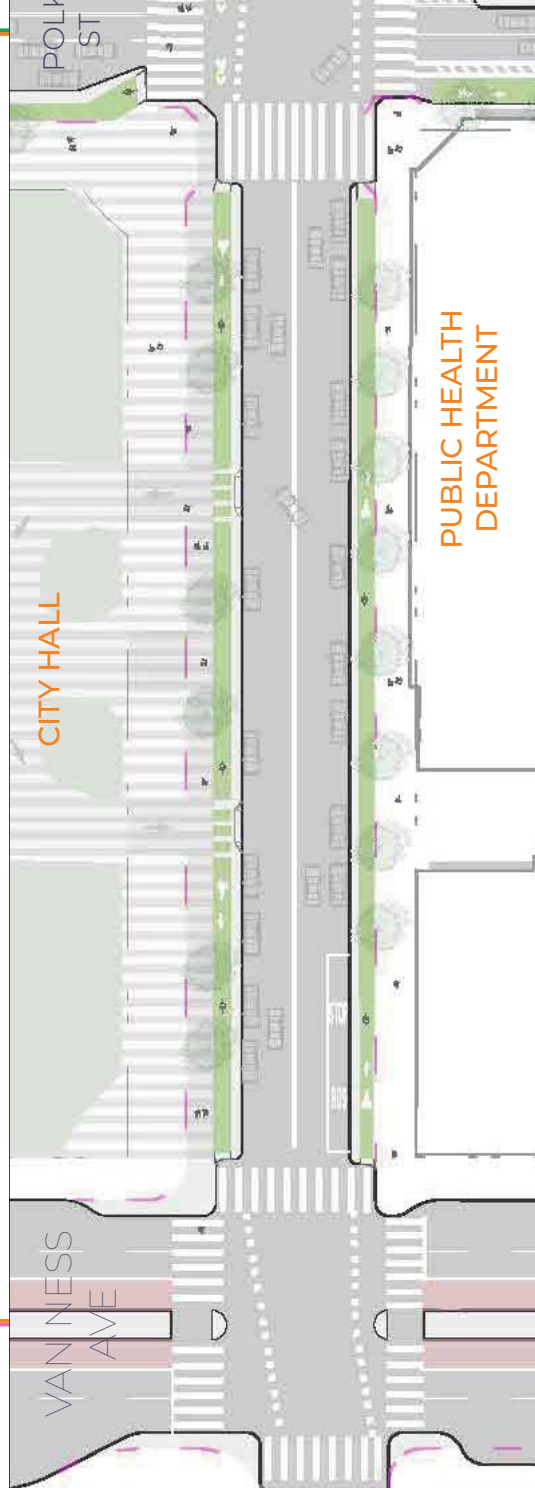
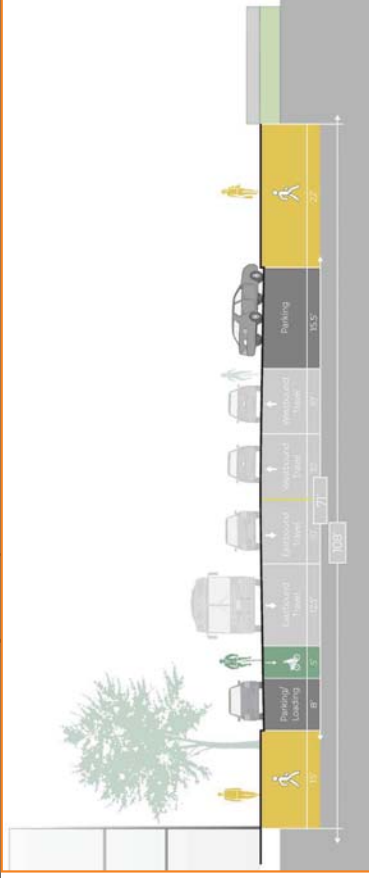


**STREET DESIGN: GROVE STREET**

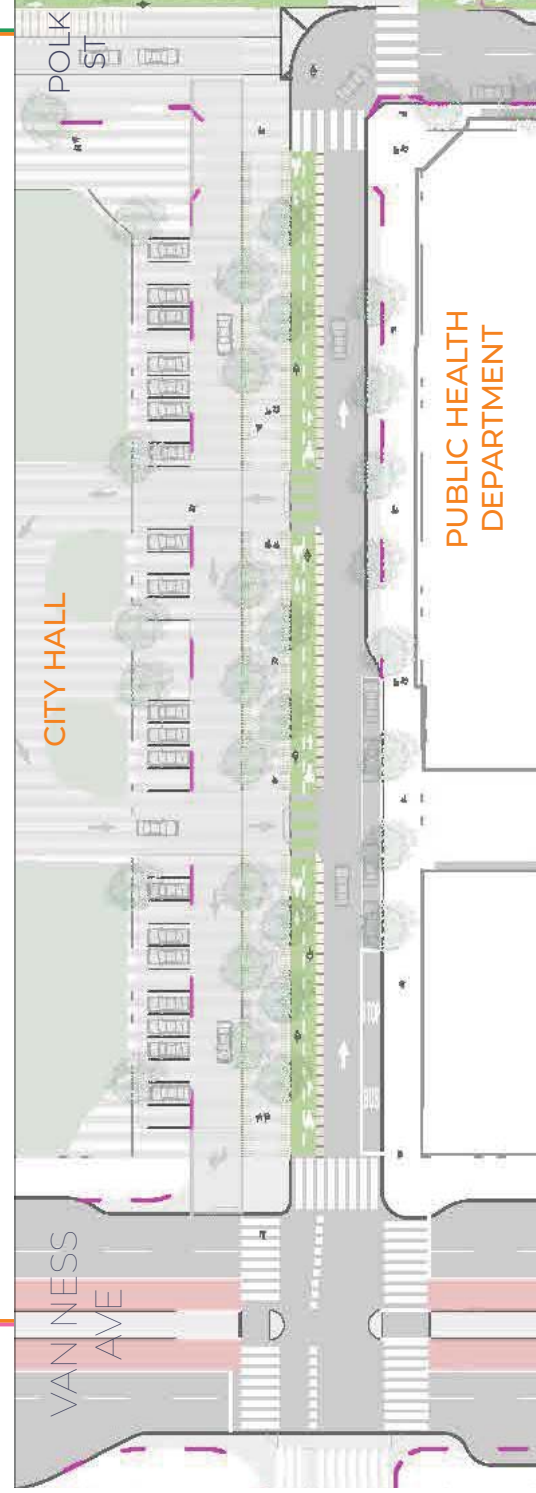
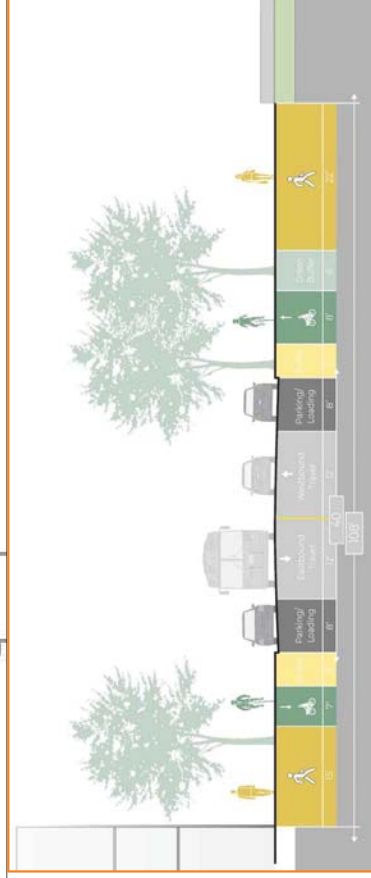
**VAN NESS TO POLK: CITY HALL BLOCK**



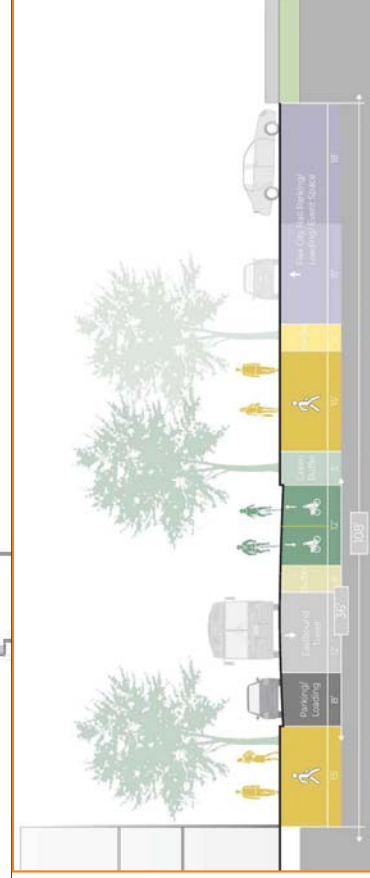
**EXISTING**



**COMPLETE STREET**



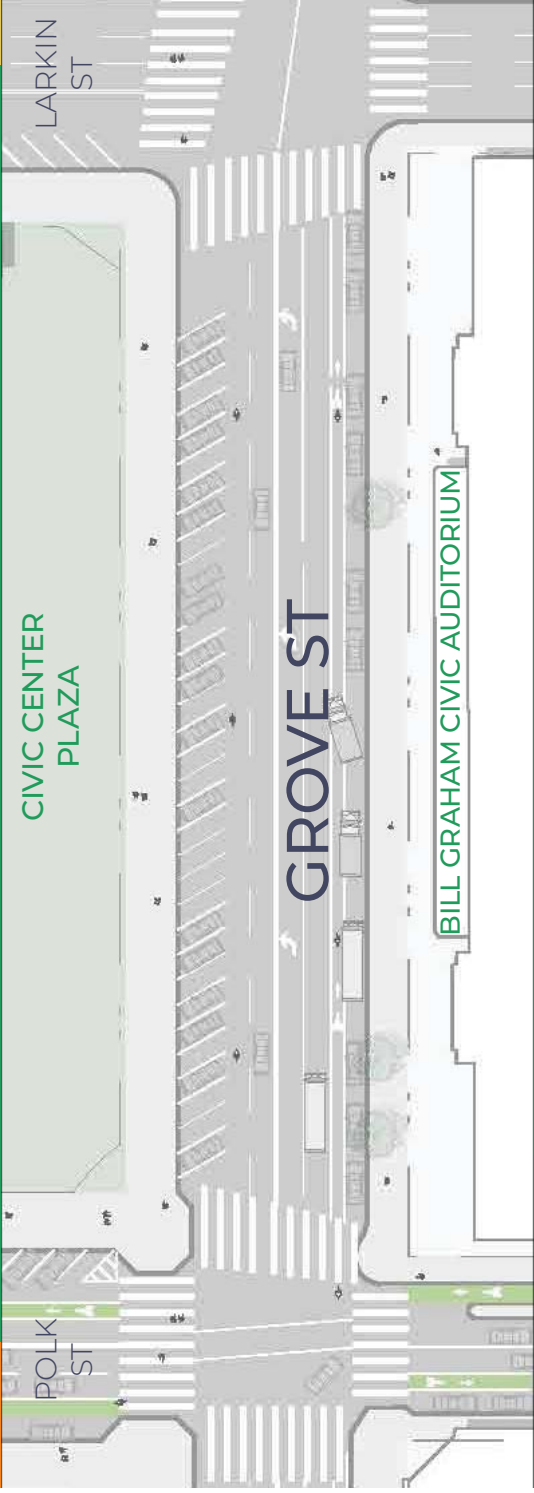
**PLAZA PROMENADE**



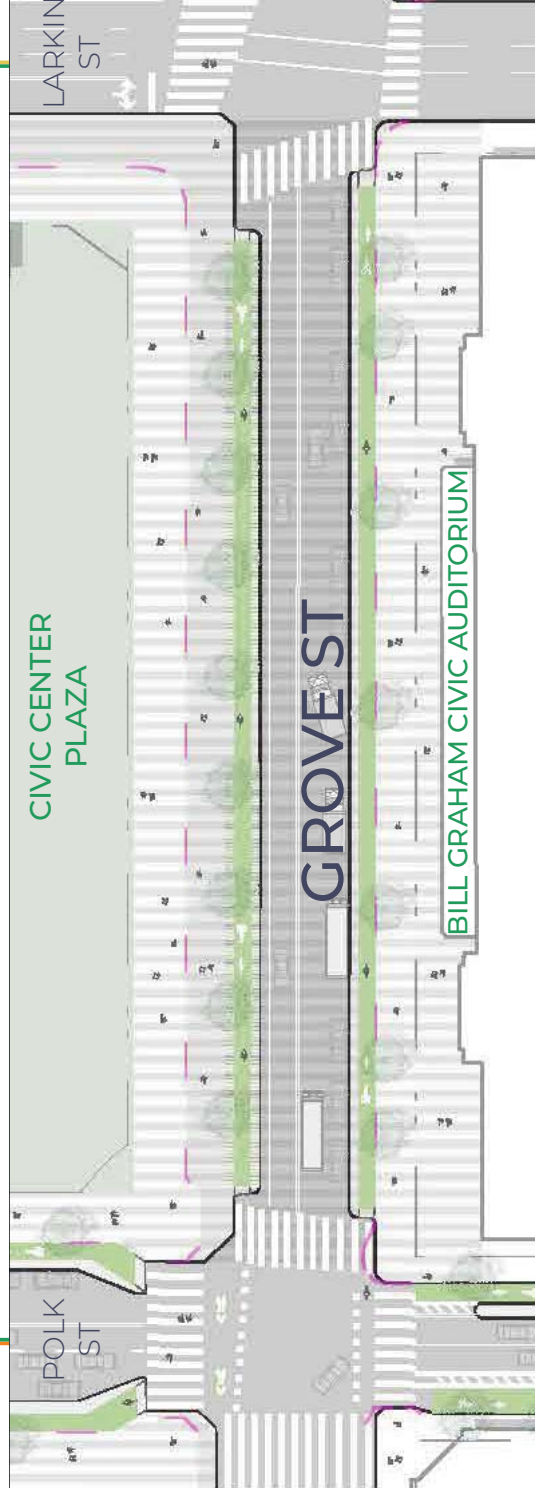
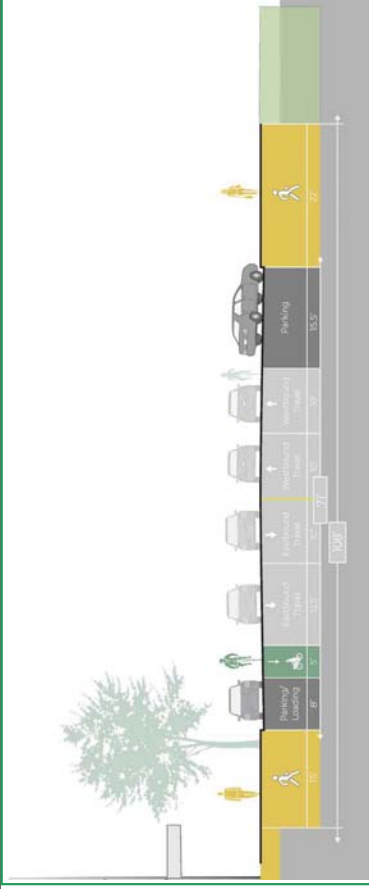


**STREET DESIGN: GROVE STREET**

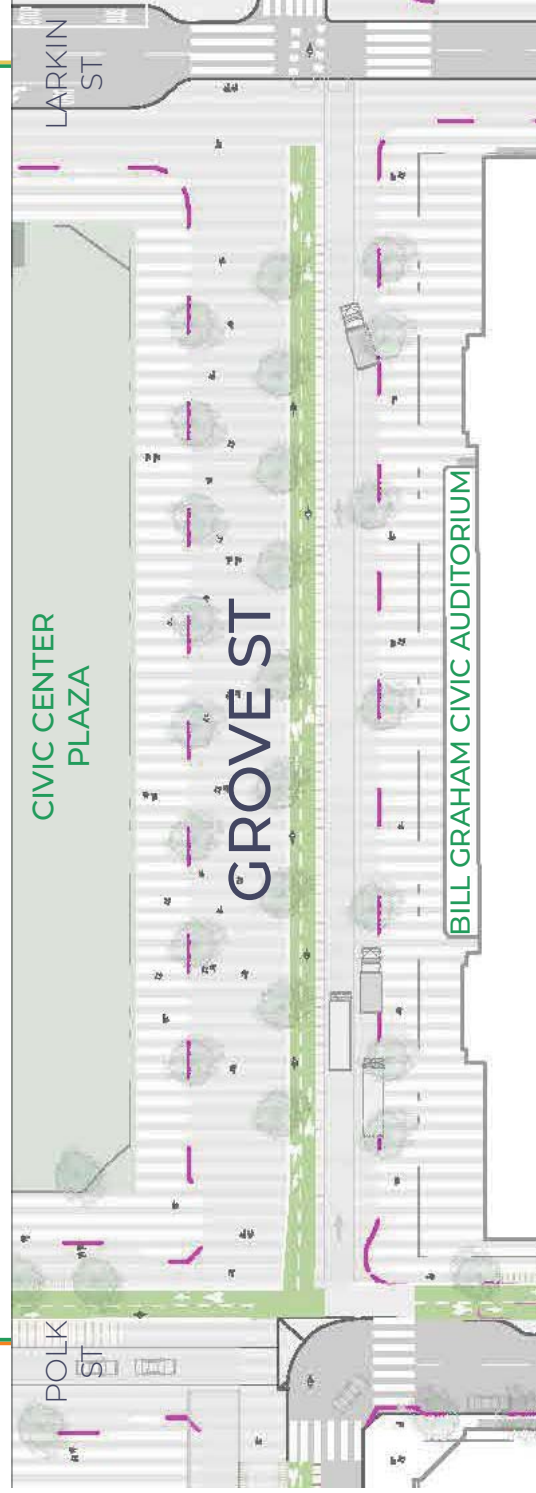
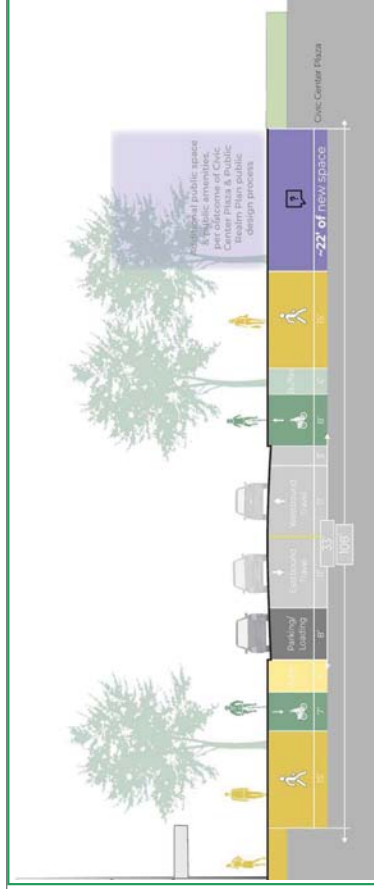
**POLK TO LARKIN: PLAZA + BILL GRAHAM BLOCK**



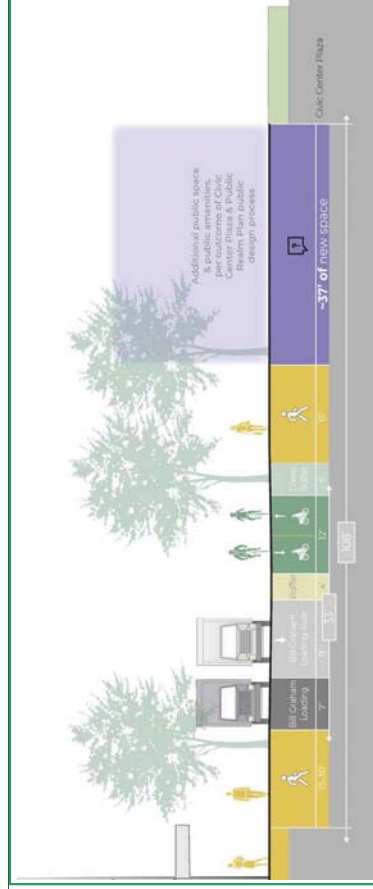
**EXISTING**



**COMPLETE STREET**



**PLAZA PROMENADE**



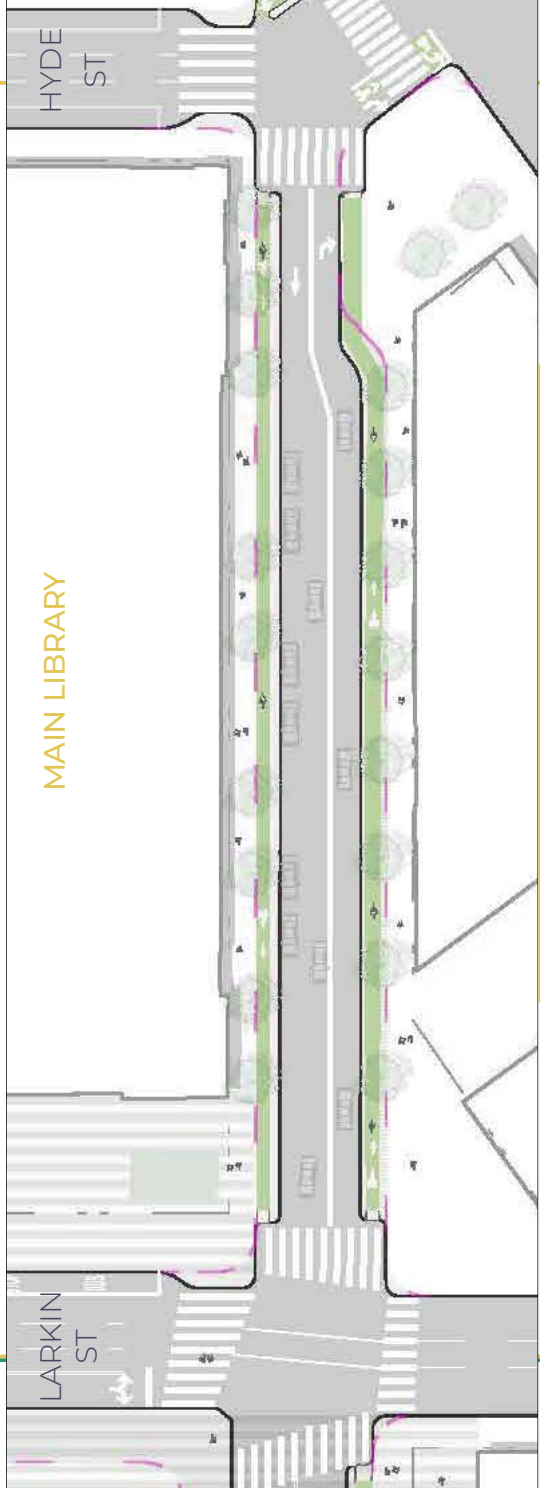
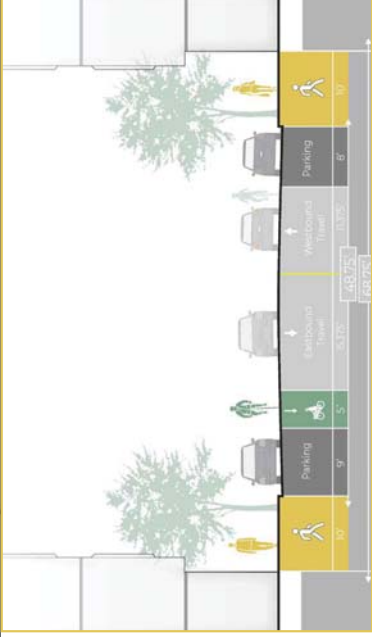


**STREET DESIGN: GROVE STREET**

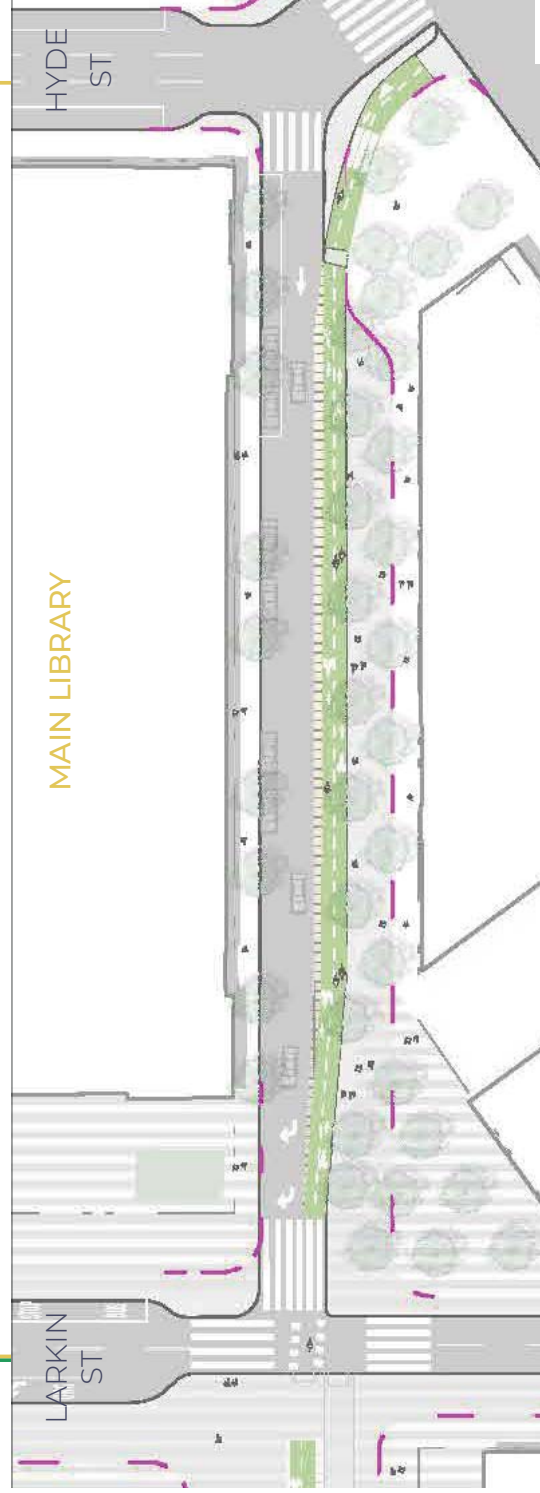
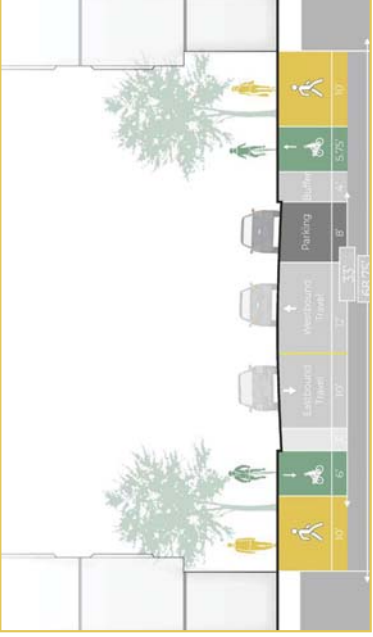
**LARKIN TO HYDE/MARKET: MAIN LIBRARY BLOCK**



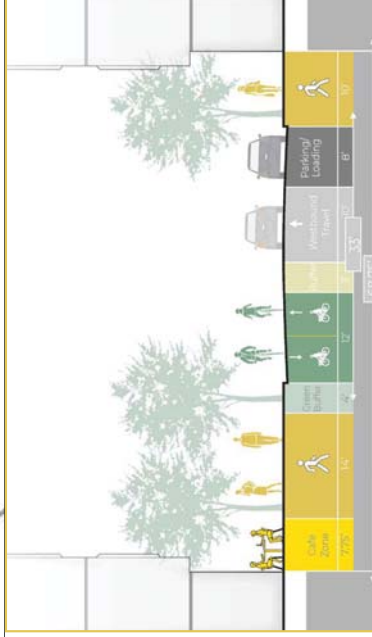
**EXISTING**



**COMPLETE STREET**



**PLAZA PROMENADE**



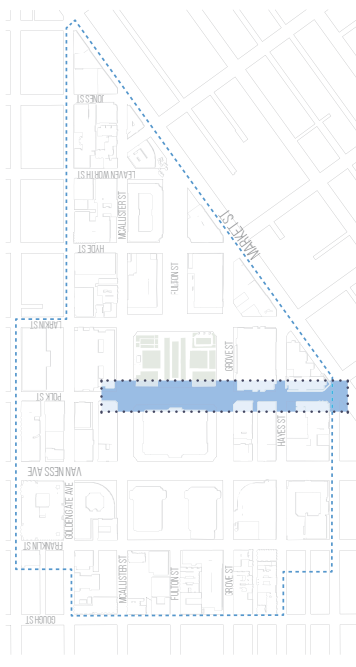
**PH**



# STREET DESIGN: POLK STREET



## KEY MAP



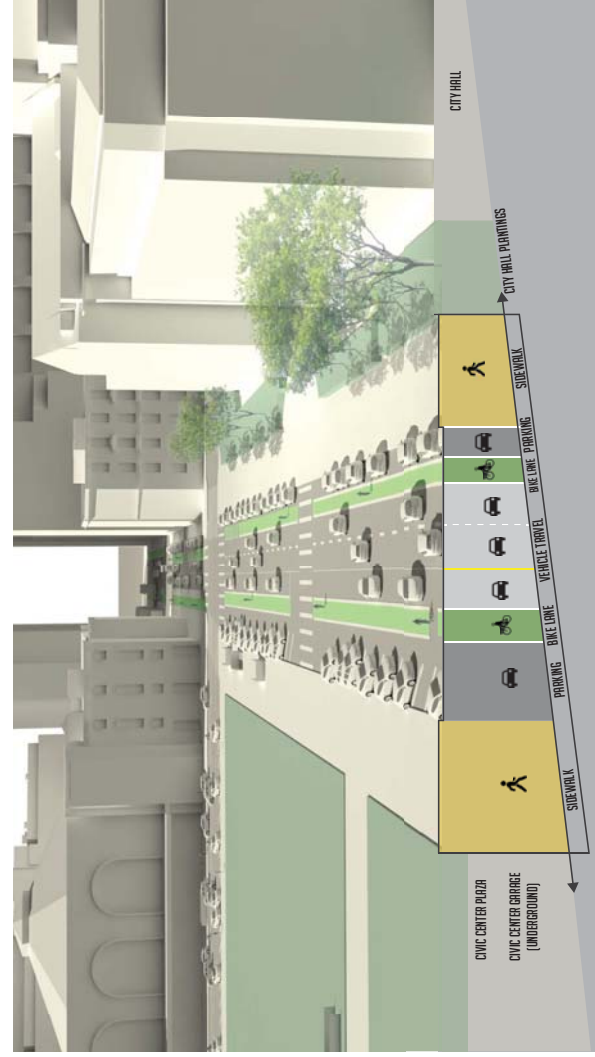
## POLK ST

There are two alternative street designs proposed for Polk Street, as shown below the existing condition.

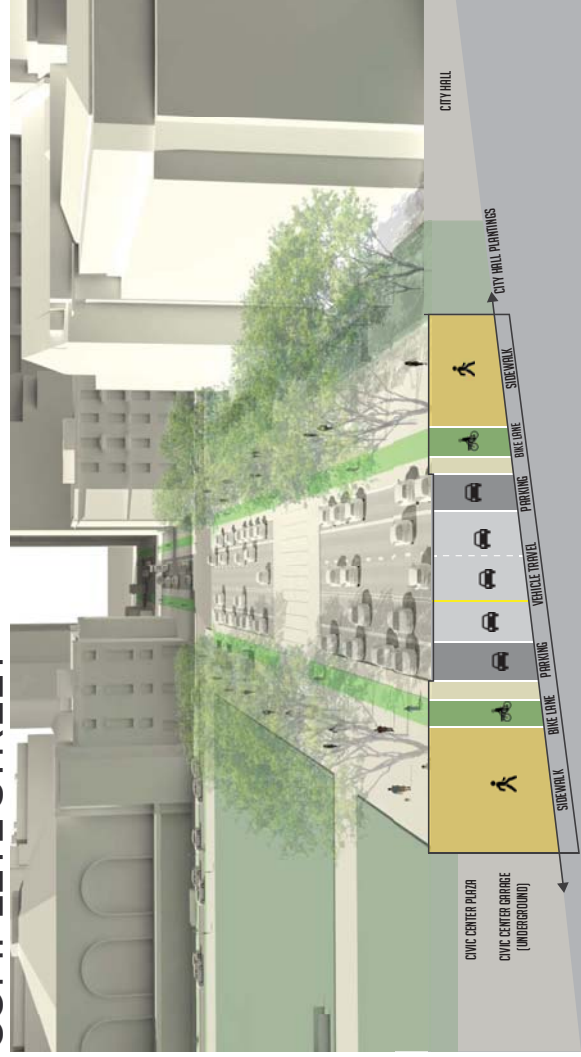
The **“Complete Street”** alternative would calm Polk St by adding parking-protected bike lanes.

The **“Plaza Promenade”** alternative would transform Polk Street on the City Hall block into one with a strong pedestrian emphasis, while also enhancing its role as a major bicycle route.

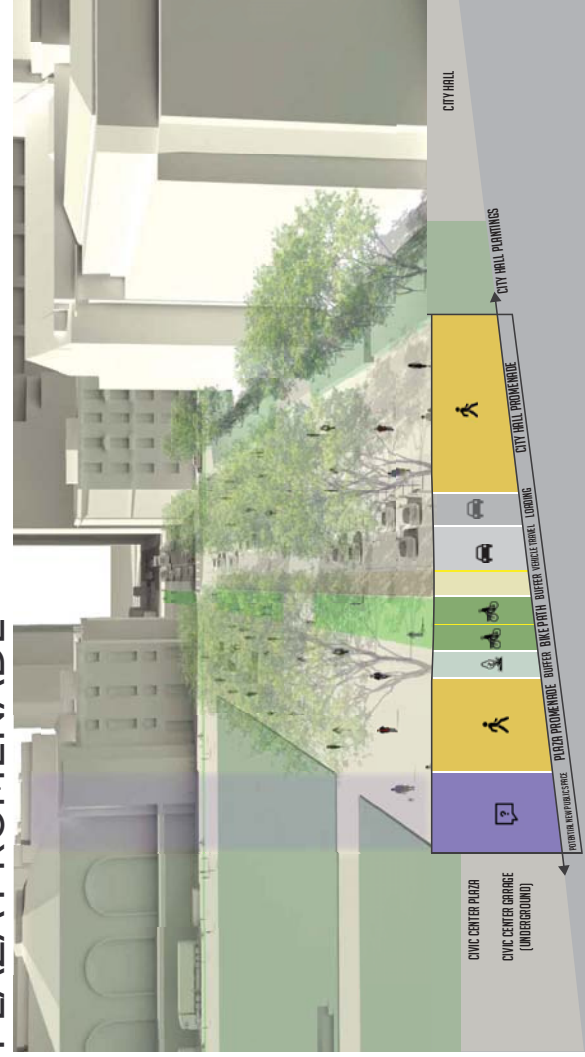
## EXISTING



## COMPLETE STREET



## PLAZA PROMENADE



PEDESTRIAN SAFETY + COMFORT



BIKE FACILITY



TRANSIT SERVICE



TRAFFIC LANES AND VOLUMES



VEHICLE ACCESS



LOADING + PARKING



- High-injury corridor north of McAllister
- Very wide intersection crossings with multiple conflicts
- Bikes Lanes north of Grove, and from Grove to Market southbound
- Protected contra-flow northbound bike lane from Market to Grove St
- 21-Hayes (southbound direction only) from Grove to Market
- 2 southbound lanes + 1 northbound lane north of Grove, 2 southbound lanes south of Grove
- Increasing traffic volumes approaching Market
- One-way southbound-only for vehicles between Market and Grove
- Parallel or diagonal parking/loading on both sides of street on City Hall/Plaza block
- Parallel parking/loading on one side of block between Hayes and Grove
- Loading only between Hayes and Market

- Narrowed intersection crossings
- Raised intersection crossing at Fulton central axis
- Special paving, upgraded sidewalk furnishings, new trees and planting areas
- Parking-protected one-way bike lanes
- No changes proposed
- 2 southbound lanes + 1 northbound lane north of Grove, 2 southbound lanes south of Grove
- Moderate traffic volumes
- No access or circulation changes proposed
- Parallel parking/loading on both sides of street on City Hall/Plaza block
- Parallel parking/loading on one side of block between Hayes and Grove
- Loading only between Hayes and Market

- Significant pedestrian-priority upgrades on all blocks
- City Hall/Plaza block designed as shared street to connect City Hall with Plaza to improve safety and provide new public gathering space
- Special paving, new trees and sidewalk furnishings
- Fully-separated two-way bike path/multi-use trail
- No changes proposed
- 1 southbound lane between McAllister and Grove, 2 southbound lanes south of Grove
- Lower traffic volumes
- One-way southbound-only for vehicles south of McAllister
- City Hall loading only on City Hall/Plaza block, if any accommodated
- Parallel parking/loading on one side of block between Hayes and Grove
- Loading only between Hayes and Market

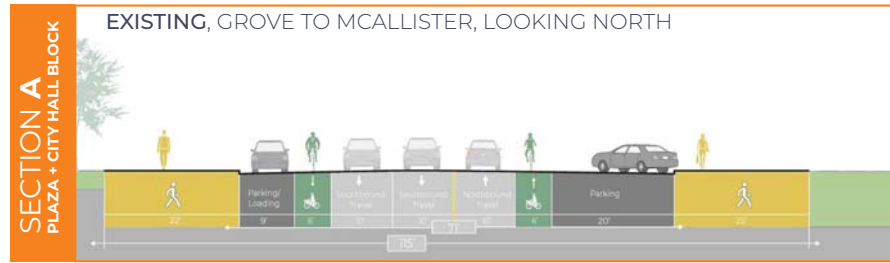




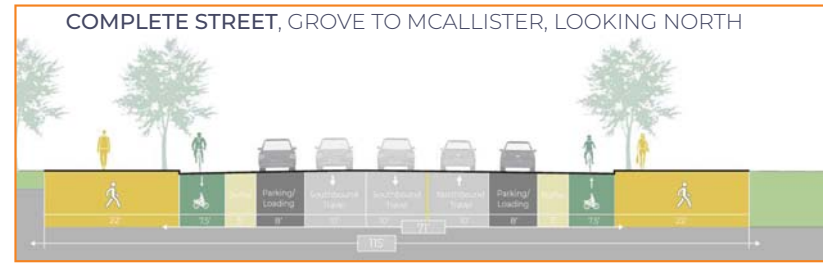


# STREET DESIGN: POLK STREET

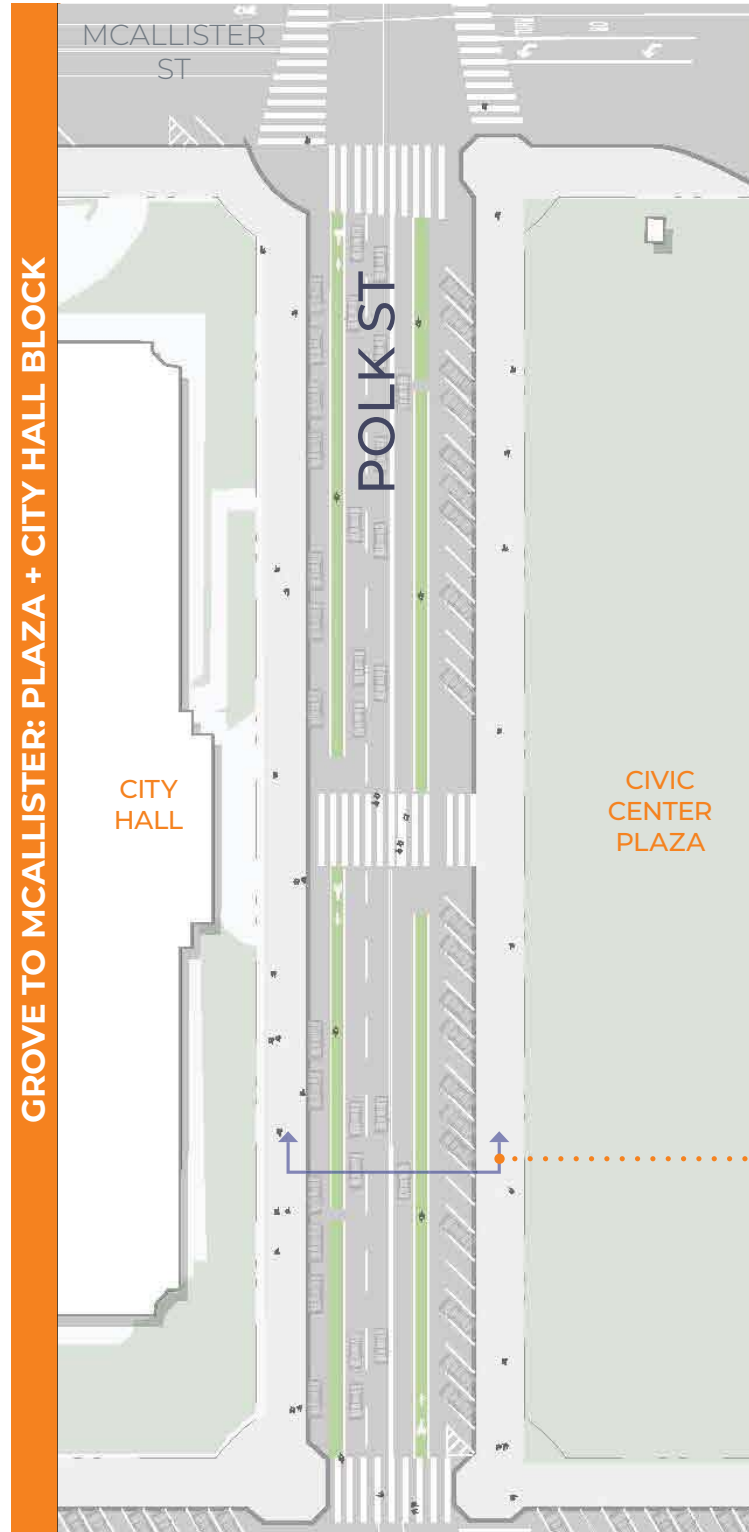
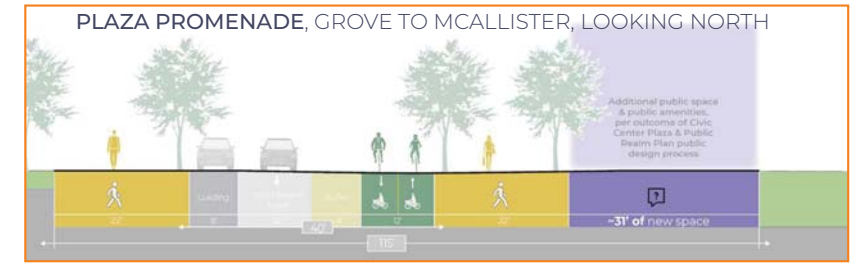
## EXISTING



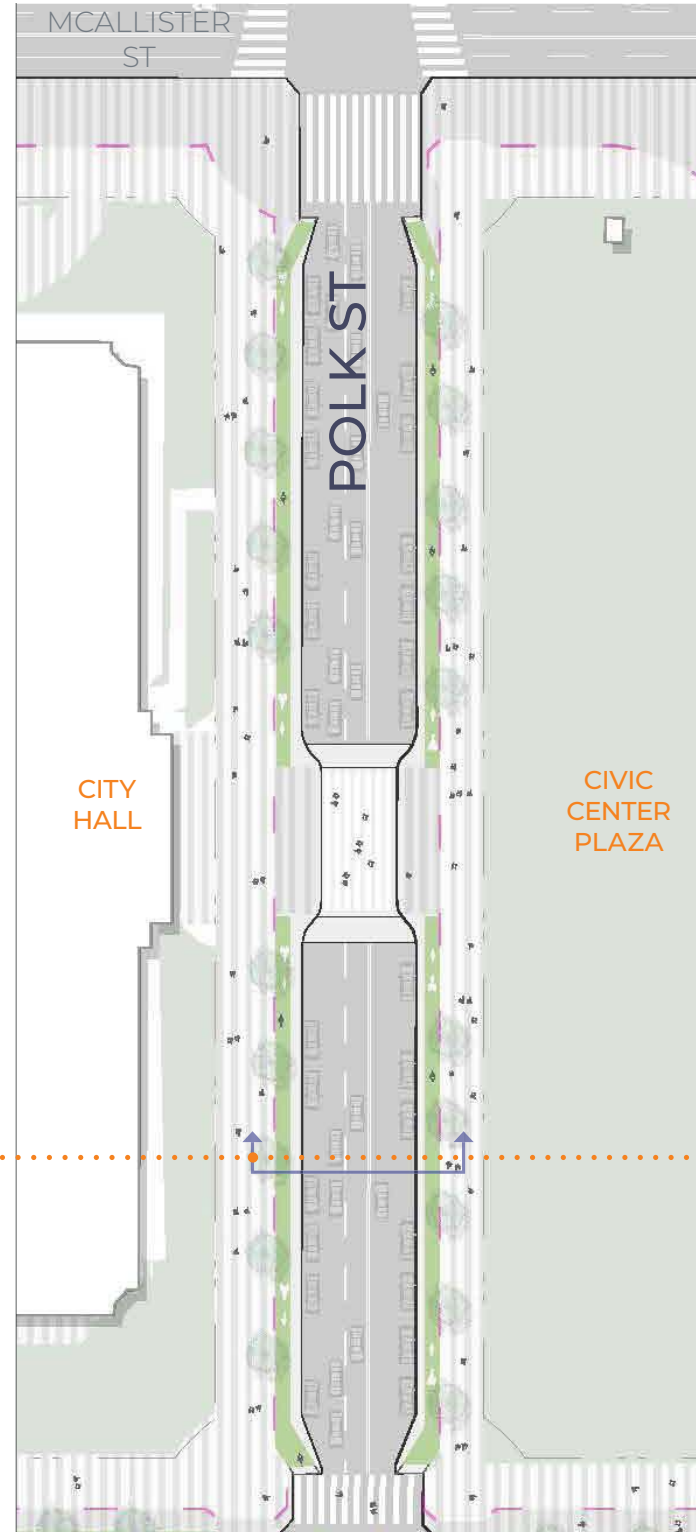
## COMPLETE STREET



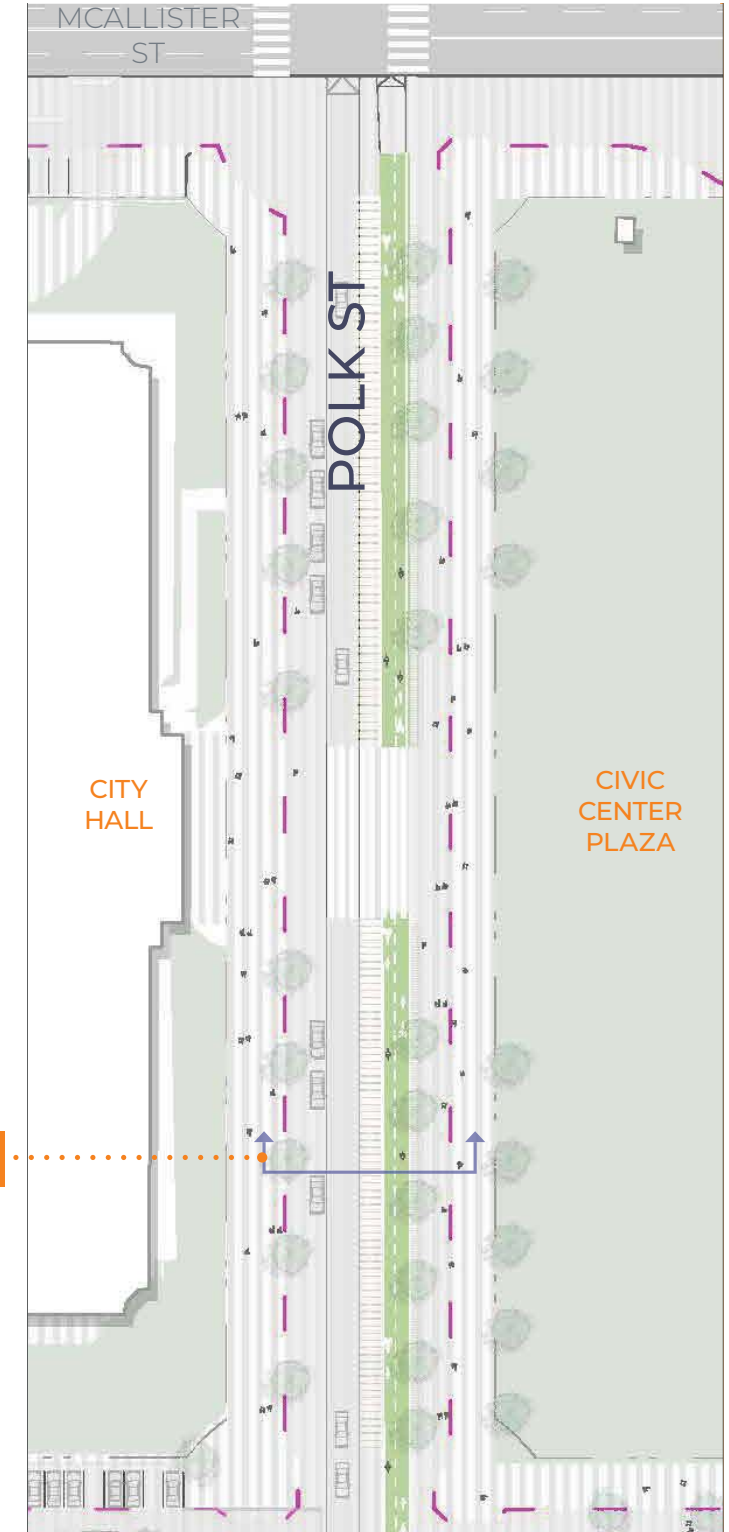
## PLAZA PROMENADE



SECTION A  
PLAZA + CITY HALL BLOCK



SECTION A  
PLAZA + CITY HALL BLOCK



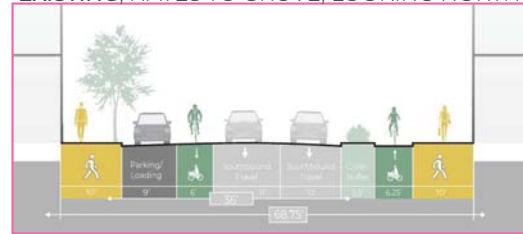


# STREET DESIGN: POLK STREET

## EXISTING

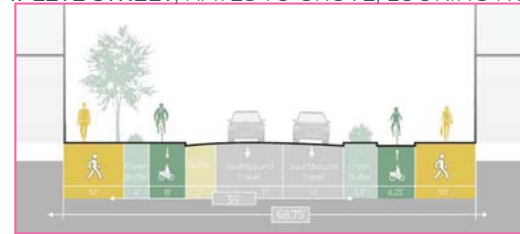
SECTION B  
BILL GRAHAM BLOCK

EXISTING, HAYES TO GROVE, LOOKING NORTH



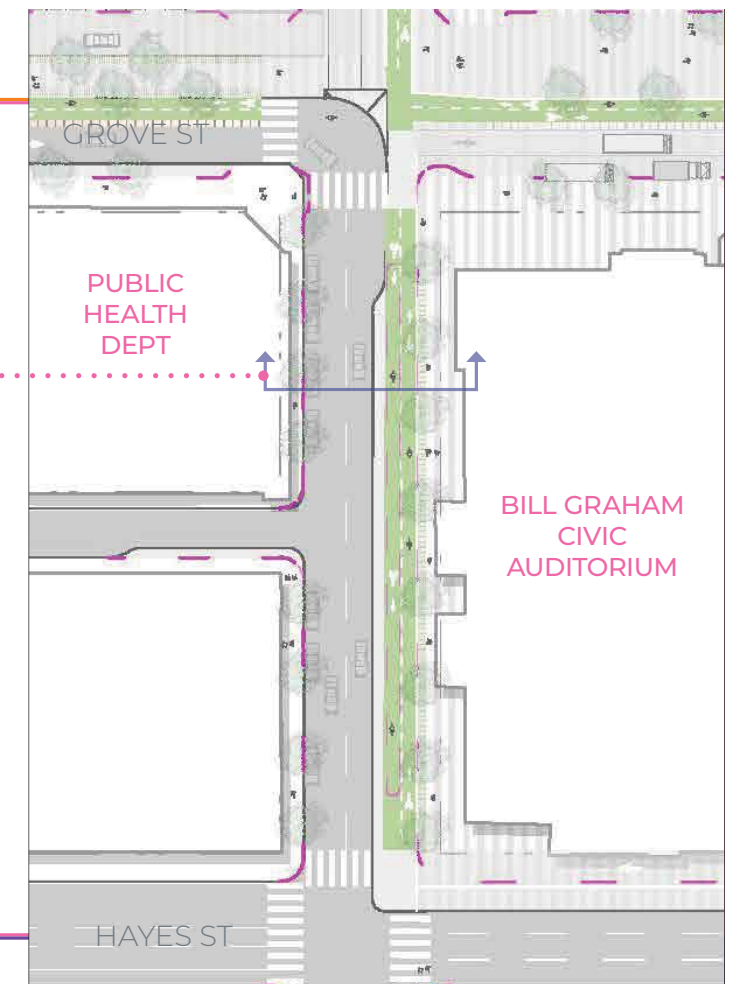
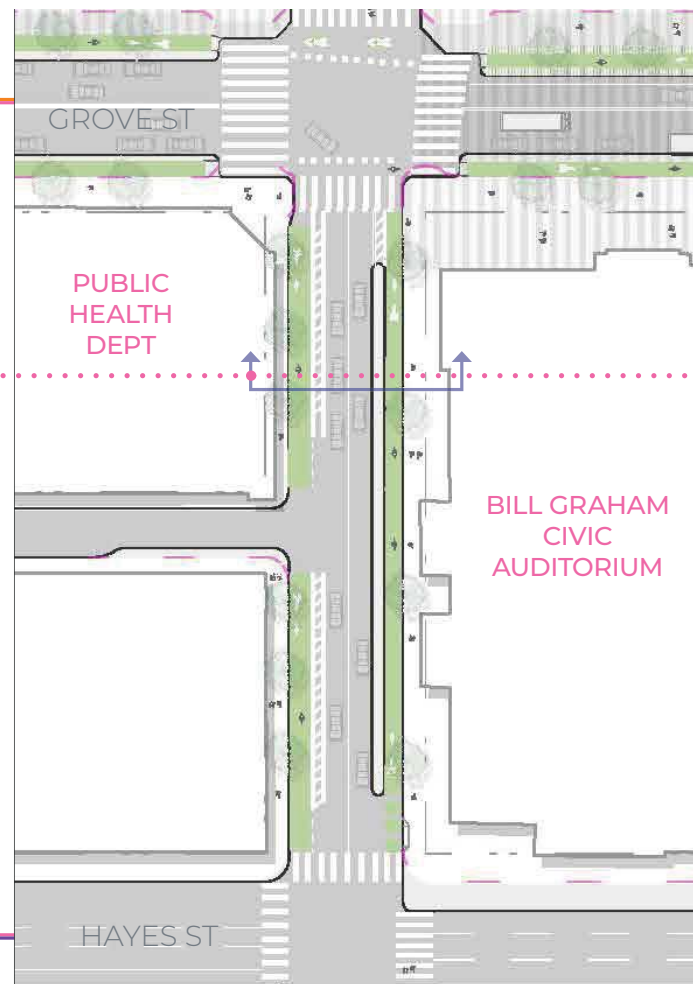
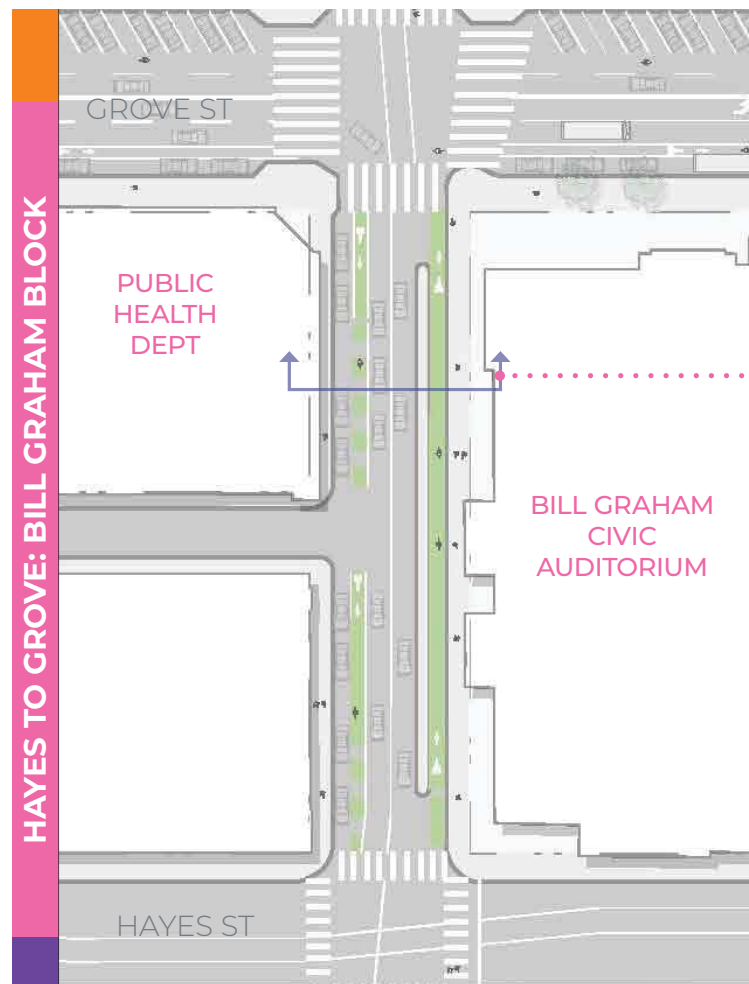
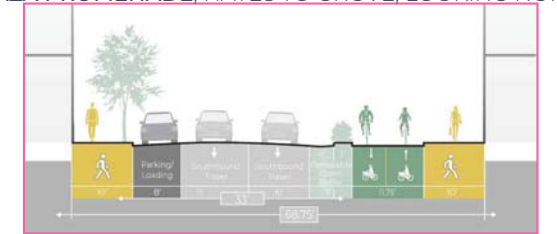
## COMPLETE STREET

COMPLETE STREET, HAYES TO GROVE, LOOKING NORTH



## PLAZA PROMENADE

PLAZA PROMENADE, HAYES TO GROVE, LOOKING NORTH

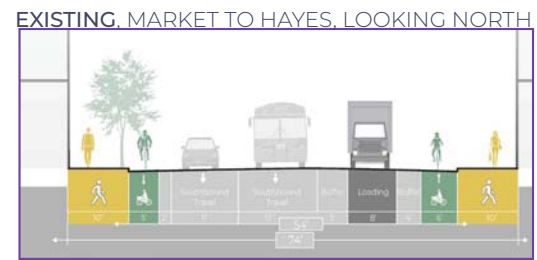




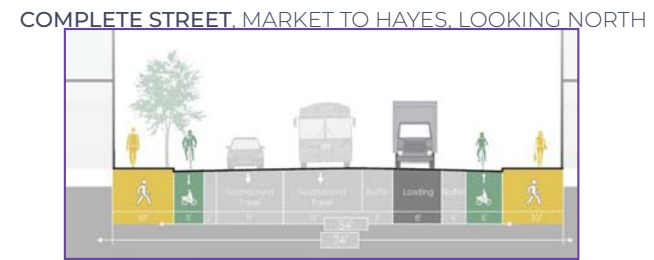
# STREET DESIGN: POLK STREET

## EXISTING

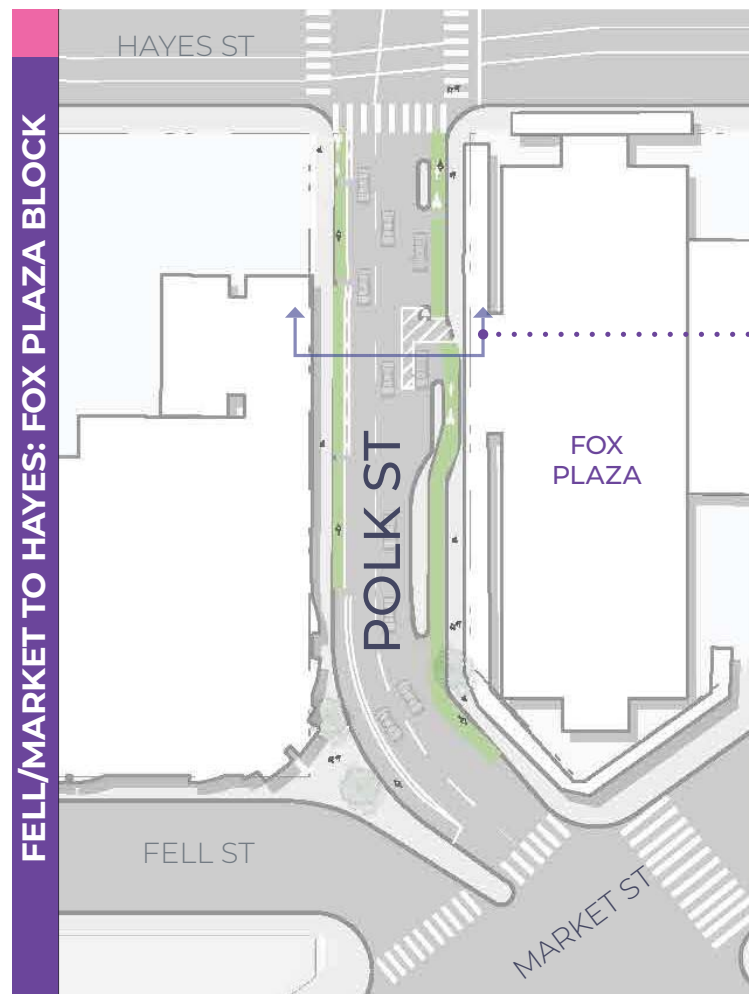
SECTION C  
FOX PLAZA BLOCK



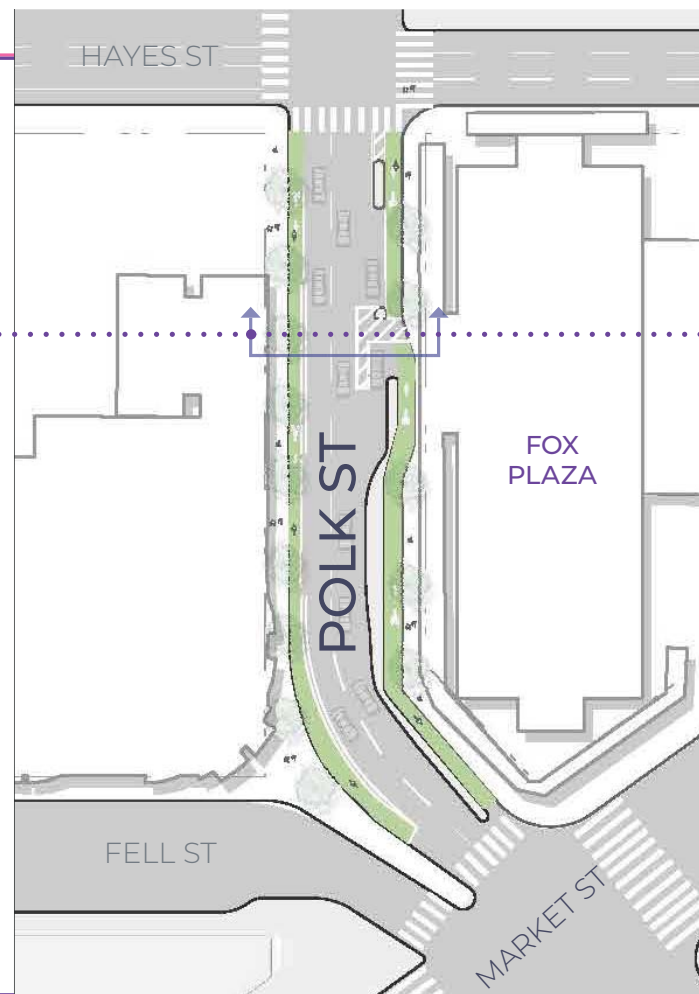
## COMPLETE STREET



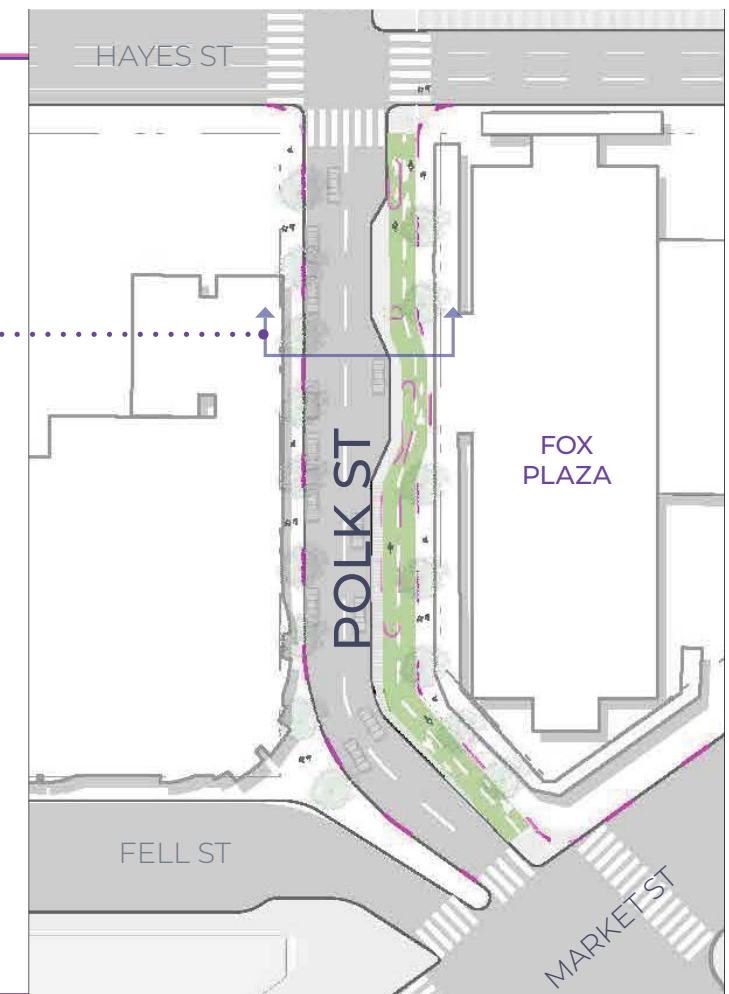
## PLAZA PROMENADE



SECTION C  
FOX PLAZA BLOCK



SECTION C  
FOX PLAZA BLOCK

















## STREET DESIGN:

# WAR MEMORIAL COURTYARD

On-street parking at the western edge of the War Memorial Courtyard creates an uninviting and ambiguous gateway for pedestrians; The City Team is studying ways to improve this area by converting parking into public space

### ISSUES TODAY

The intersection of Franklin and Fulton is challenged with pedestrian safety and accessibility issues, including long crossing distances, a narrow and cluttered pedestrian island, and dangerous vehicular shortcuts through the War Memorial Parking lot. It is important that a redesign of this space maintain the operational functionality required by the cultural institutions.

### CONCEPTUAL DESIGN

Regrade and repave the existing pathways and roadway to create a flexible use plaza that forms a beautiful civic gateway between Hayes Valley and the War Memorial Complex.

The plaza would accommodate the existing function and operations of the War Memorial Complex, such as vehicular access and loading, as well as a new range of events and programming.

Parking would be moved to the sides of the space to restore the significant view axis towards the Veterans Memorial and City Hall beyond.

