

Presentation before the SoMa CAC, November 9, 2021

Freeway Open Space

- AB 857
- Central SoMa Freeway Corridor



Credit: Sarah Moos

AB 857

Following implementation of SoMa West Parks, the City lobbied for legislation to facilitate open space projects on freeway lots.

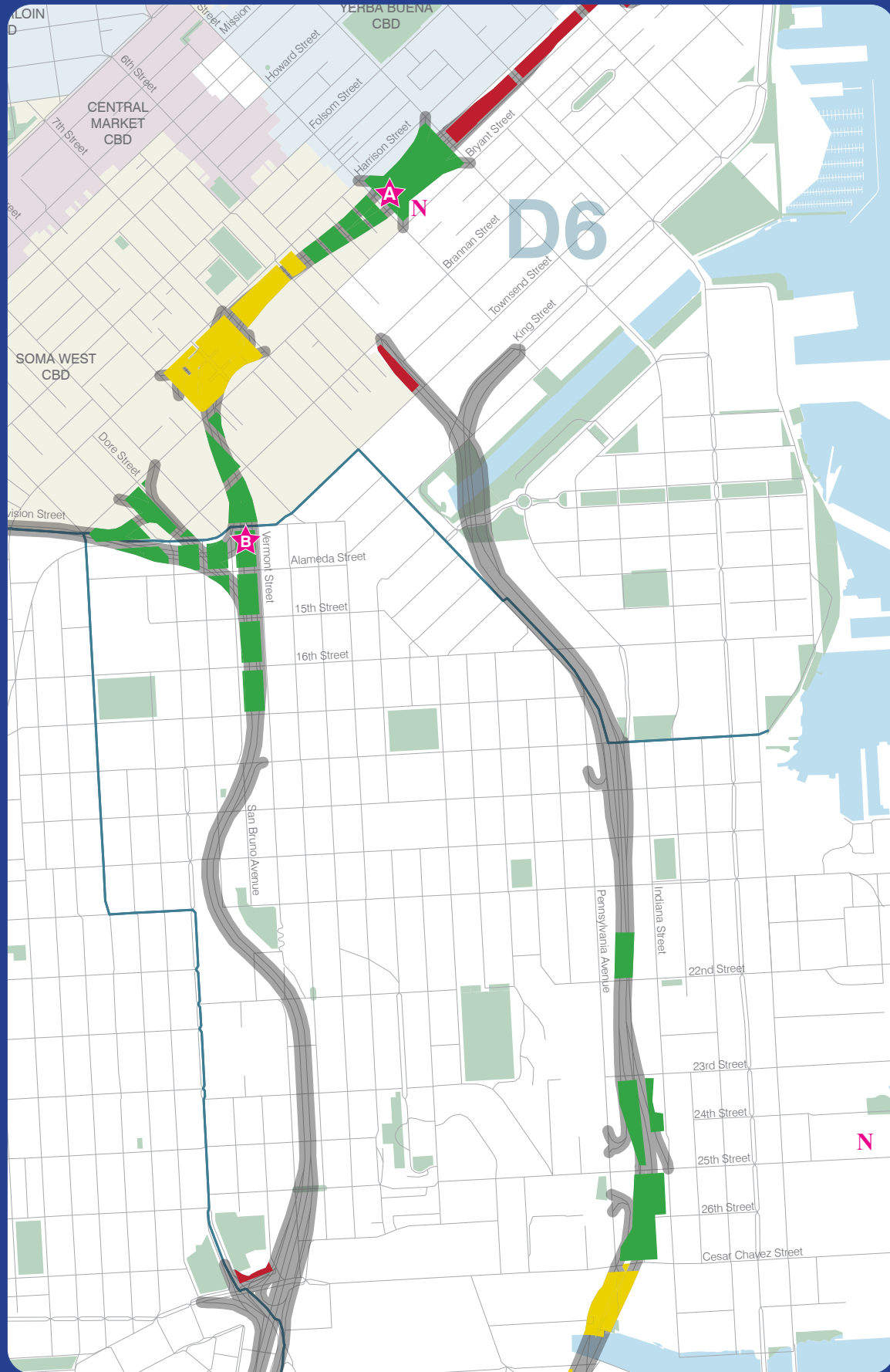
AB 857 (Ting, 2017) expands on existing law to enable low-cost leases for park, recreational, or open-space uses, in addition to homeless services.

For park, recreational, or open-space uses within Priority Development Areas (PDAs):

- City can lease up to 10 parcels at 30% of fair market lease value.
- City can invoke Right of First Refusal when leases come up.
- Limited revenue generation can subsidize maintenance costs.



SoMa West Skatepark. Photo: Sf DPW



Multi-agency Goals:

- Support the creation of new public/open spaces
- Facilitate collaboration among agencies
- Coordinate among homeless serving and open space uses
- Proactively partner with Caltrans to track and lease parcels
- Serve as a resource to community partners





Figure 1.11
3-D MODEL OF EXISTING BUILDINGS (2016)

SF Digital Model by SOM



Figure 1.12
3-D MODEL OF POTENTIAL DEVELOPMENT

This image is intended to visualize the overall development capacity of the Central SoMa Plan. It is not meant to be a precise assessment of potential at the individual parcel level. It is certain that eventual development at these locations will look differently than rendered in this image.

SF Digital Model by SOM

~10 acres of under-utilized State-owned land in blocks bounded by 4th, 6th, Harrison and Bryant Streets



Projected growth within 5-minute walk of I-80:

- 32,000 new jobs
- 8,800 new households

GOAL FIVE

Offer an Abundance of Parks and Recreational Opportunities

CONTEXT

Central SoMa has a rich history of parks and recreational facilities that serve the needs of residents. There are three large parks in the area: Manalo Drive Park, Gardens, and Manalo Drive Park. However, given the increasing need for parks and recreational facilities, it is important to ensure that there is an abundance of parks and recreational opportunities in the neighborhood.

By increasing the number of parks and recreational facilities, the City can provide an excellent recreational environment for its residents and ensure that there are opportunities for all.

GOAL 5. PARKS

GOAL SEVEN

Preserve and Celebrate the Neighborhood's Cultural Heritage

CONTEXT

Central SoMa was one of the first neighborhoods in the city to be developed by immigrants, and it has a rich cultural heritage. The neighborhood was founded by Ukrainians in the late 19th century, and it has since been home to a diverse population of immigrants from many different countries. The neighborhood's cultural heritage is an important part of its identity, and it is important to preserve and celebrate it.

The industrial neighborhood's history is an important part of its identity, and it is important to preserve and celebrate it. The neighborhood's history is an important part of its identity, and it is important to preserve and celebrate it.

GOAL 7. HISTORIC

GOAL SIX

Create an Environmentally Sustainable and Resilient Neighborhood

CONTEXT

Central SoMa is poised to become a truly sustainable (healthy, green, efficient), resilient, and regenerative neighborhood where urban development gives more to the environment than it takes. In such a community, buildings use 100 percent greenhouse gas-free energy (much of it generated within the neighborhood); carbon emissions and fossil fuels are completely eliminated; non-potable water is captured, treated, and re-used within the district to conserve potable water and eliminate waste; nature is a daily experience, with greening and biodiversity thriving on streets, buildings, and parks; and zero solid waste is sent to the landfill.

To achieve this bold vision, the City is committed to advancing livability and environmental performance through innovative and neighborhood-scale systems, projects, and programs. Creative partnerships between residents, organizations, businesses, and government entities help ensure sustainability targets are achieved and progress is tracked over time. The results will be palpable to the daily experiences of people living, working, and visiting the neighborhood, and will place Central SoMa at the forefront of action on global climate change.

GOAL 6. ENVIRONMENTAL SUSTAINABILITY

All of this will require an intentional and substantial shift from today's conditions and business-as-usual approaches. At a time of ever-increasing awareness of the threats of climate change, considerable greenhouse gas emissions are generated from inefficient and fossil-fuel based energy use in buildings and vehicle transportation. While recent drought conditions have heightened concerns about the City's water supply, a substantial amount continues to be wasted every day through inefficient use and disposal. Reflective of its industrial and auto-dominated history, the neighborhood is severely lacking in quality pedestrian environments and nature. With substantial low-lying areas built on fill, the neighborhood is also at risk from earthquakes and flooding, which could be exacerbated by sea level rise in the long term. And while the City is a world leader in waste diversion from landfills, there is still work to be done at the very local level to achieve our goal of zero waste.

Finally, Central SoMa has been identified by the State's Office of Environmental Health Hazard Assessment's Cal Enviroscreen tool as an area disproportionately exposed to and at risk from high pollution levels, in part because of its proximity to an elevated, regional freeway corridor. Because the area also includes a higher proportion of disadvantaged residents,

Central SoMa Plan - Policy

The adopted Plan includes multiple freeway-related policies to **address existing Environmental Justice concerns and meet future needs** in four goal areas:

- Provide Safe and Convenient Transportation that Prioritizes Walking, Bicycling, and Transit
- Offer an Abundance of Parks and Recreational Opportunities
- Create an Environmentally Sustainable and Resilient Neighborhood
- Preserve and Celebrate the Neighborhood's Cultural Heritage

Table 1
CENTRAL SOMA PUBLIC BENEFITS PACKAGE: SUMMARY (IN 2017 DOLLARS)

BENEFIT	TOTAL REVENUES	CATEGORY ALLOCATION (%)
Affordable Housing	\$940,000,000	44%
To meet the target of 33% Below-Market Rate (BMR) units	\$940,000,000	44%
Transit	\$495-500,000,000	23%
Local transit improvements to enhance convenience and safety	\$340,000,000	16%
Regional transit capacity enhancement and expansion*	\$155-160,000,000	7%
Parks & Recreation	\$185,000,000	9%
Gene Friend Recreation Center Reconstruction/Expansion	\$25,000,000	1%
Victoria Manalo Draves Park Programming	\$5,000,000	0%
New 1-acre park in Southwest portion of Plan Area	\$35,000,000	2%
New public recreation center**	\$10,000,000	0%
Park and greenery maintenance and activation	\$15,000,000	1%
New large (2+ acre) SoMa park (initial site identification)**	\$5,000,000	0%
New Bluxome linear park**	\$5,000,000	0%
New under-freeway public recreation area	\$5,000,000	0%
Privately-Owned Public Open Spaces (POPOS)	\$80,000,000	4%
(Alternative project: 7th & Mission Park)	(\$20,000,000)	(1%)
Production, Distribution, & Repair	\$180,000,000	8%
Preservation and creation of PDR space to ensure no net loss due to the Plan	\$180,000,000	8%
Complete Streets	\$110,000,000	5%
Redesign of all major streets in the Plan Area to be safe and comfortable for people walking, biking, and on transit.	\$110,000,000	5%
Cultural Preservation & Community Services	\$114-119,000,000	5%
Restoration of the US Mint Building*	\$15-20,000,000	1%
Preservation and maintenance of historic buildings	\$20,000,000	1%
New community facilities (e.g. health care clinics and job training centers)	\$20,000,000	1%
Social and cultural programming	\$25,000,000	1%
Capital for cultural amenities (e.g. Yerba Buena Gardens)	\$15,000,000	1%
PDR Relocation Assistance Fund	\$10,000,000	0%
Neighborhood cleaning	\$9,000,000	0%
Environmental Sustainability & Resilience	\$65,000,000	3%
Enhanced stormwater management in complete street projects	\$28,000,000	1%
Freeway corridor air quality and greening improvements	\$22,000,000	1%
Living Roofs enhanced requirements	\$6,000,000	0%
Other energy and water efficiency projects	\$9,000,000	0%
Schools & Childcare	\$64,000,000	3%
New childcare centers	\$26,000,000	1%
Capital investments in schools serving K-12 population	\$32,000,000	1%
Bessie Carmichael supplemental services	\$6,000,000	0%
TOTAL	\$2,160,000,000	100%

* The funding for these projects shall be allocated pursuant to Planning Code Section 434(e).

** If funds for these Parks & Recreation projects are provided by other sources (such as contributions from new development) or if revenues exceed the projected amounts, funding could be allocated to the "Alternative" project listed here.

NOTE: Over the course of Plan build out (roughly 25 years), the City expects to allocate funds among the public benefit categories in the amounts listed (or proportionally according to the category allocation percentages listed, should the final amount of revenues differ from what is shown here). However, the sequence of fund disbursement will be determined based on a variety of factors, including project readiness, community priorities, completion of any additional required environmental review, and other funding opportunities. The list of specific projects is subject to change and is not legally binding.

PUBLIC BENEFITS PROGRAM

Central SoMa Plan - Public Benefits and implementation measures

Central SoMa Plan funding for Public Benefits in the Freeway Corridor:

- **Air quality and greening: \$22 Million (CFD)**
- **Public recreation: \$5 Million (EN fees)**
- **Potential Off-Site Public Open Space (POPOS)**

Plan implementation measures direct City agencies to work with Caltrans to deliver Public Benefits in the Central SoMa Freeway Corridor in accordance with Plan goals and policies.

Central SoMa Freeway Corridor

Identifying projects to implement multiple adopted plans, including:

- Central SoMa Plan
- Recreation and Open Space Element of the General Plan
- Climate Action Plan
- Urban Forest Plan
- Biodiversity Policy

Many community concerns and aspirations are centered on Environmental Justice issues:

- Lack of trees and green space
- 5th Street Open Space
- Pedestrian safety
- Dog facilities
- Community identity/Art
- Places to come together
- People experiencing homelessness



SOMCAN



TODCO

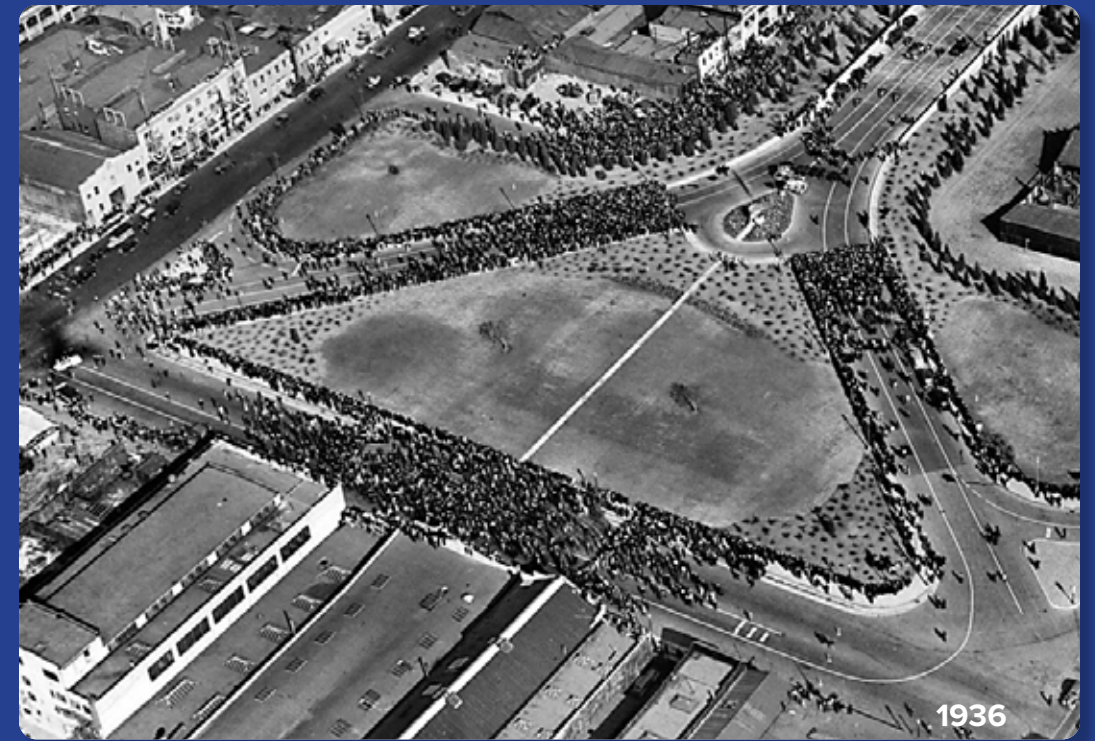


Central SoMa Freeway Corridor



- New York Times, September 14, 2019

Start where the need is greatest: 5th Street open space



Open space was part of the original design of the 5th Street Bay Bridge approach. This site has been open space since 1936.



5th Street open space was rebuilt as a non-usable landscape area in 2011

Central SoMa Freeway Corridor

BUF Street Tree Nursery: first step towards greening and activating the Central SoMa Freeway Corridor

VIEW 2:
EYE-LEVEL LOOKING NORTHEAST



Concept designs:

Greening, recreation and activation ideas generated by the SoMa community

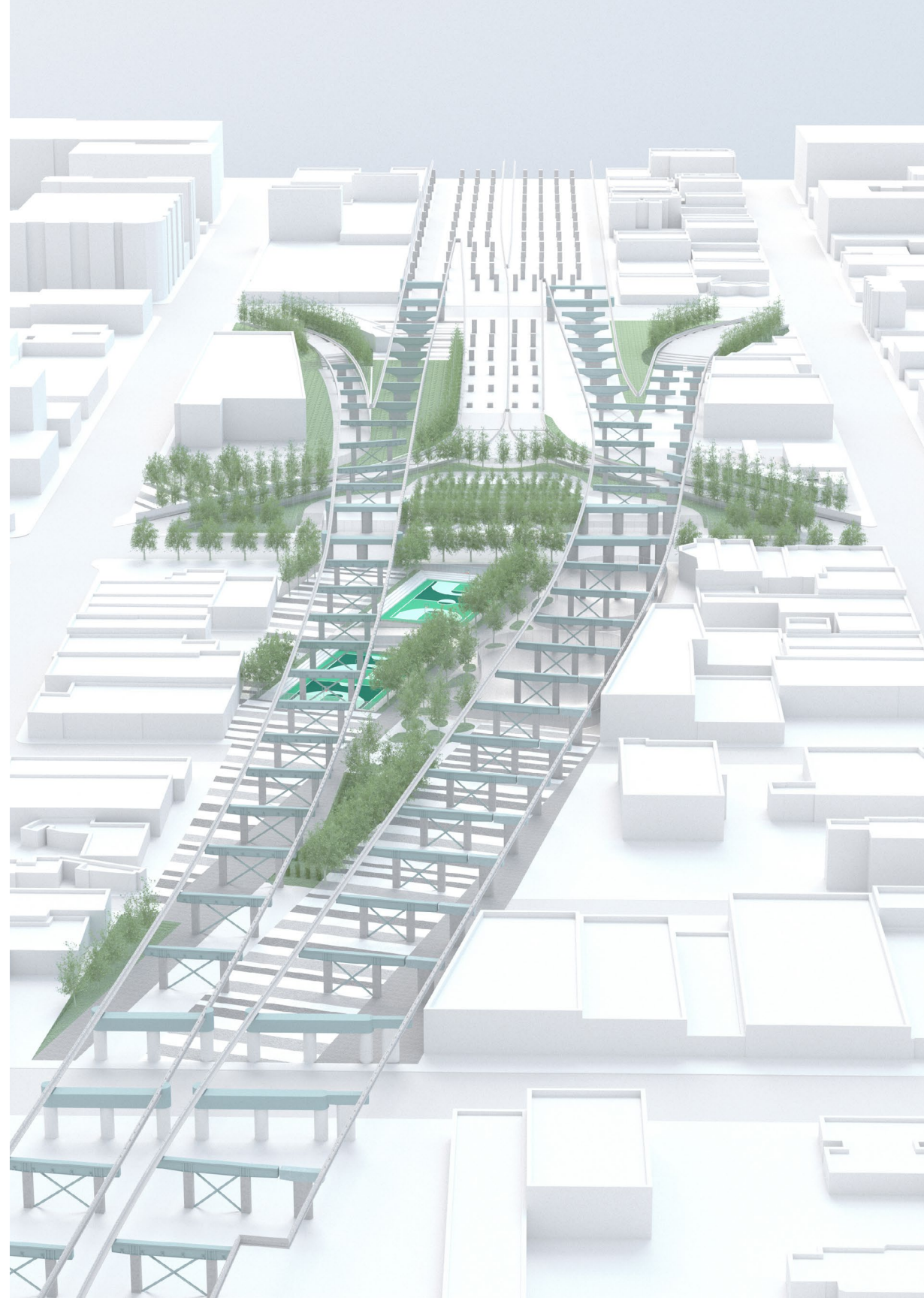
Jocelyn Chiou

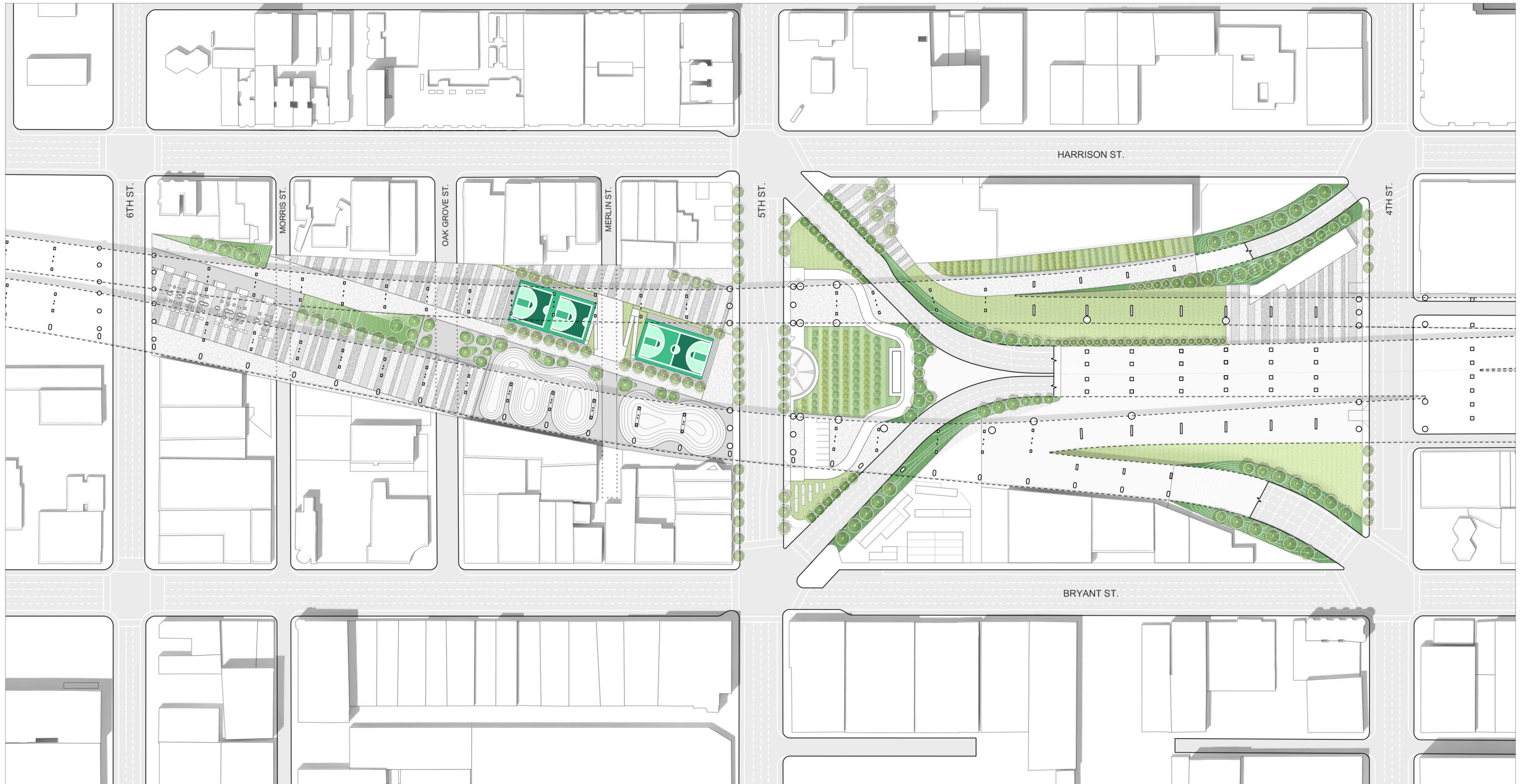
Harvard Graduate School of Design

Community Service Fellowship | Summer 2021 | SF Public Works

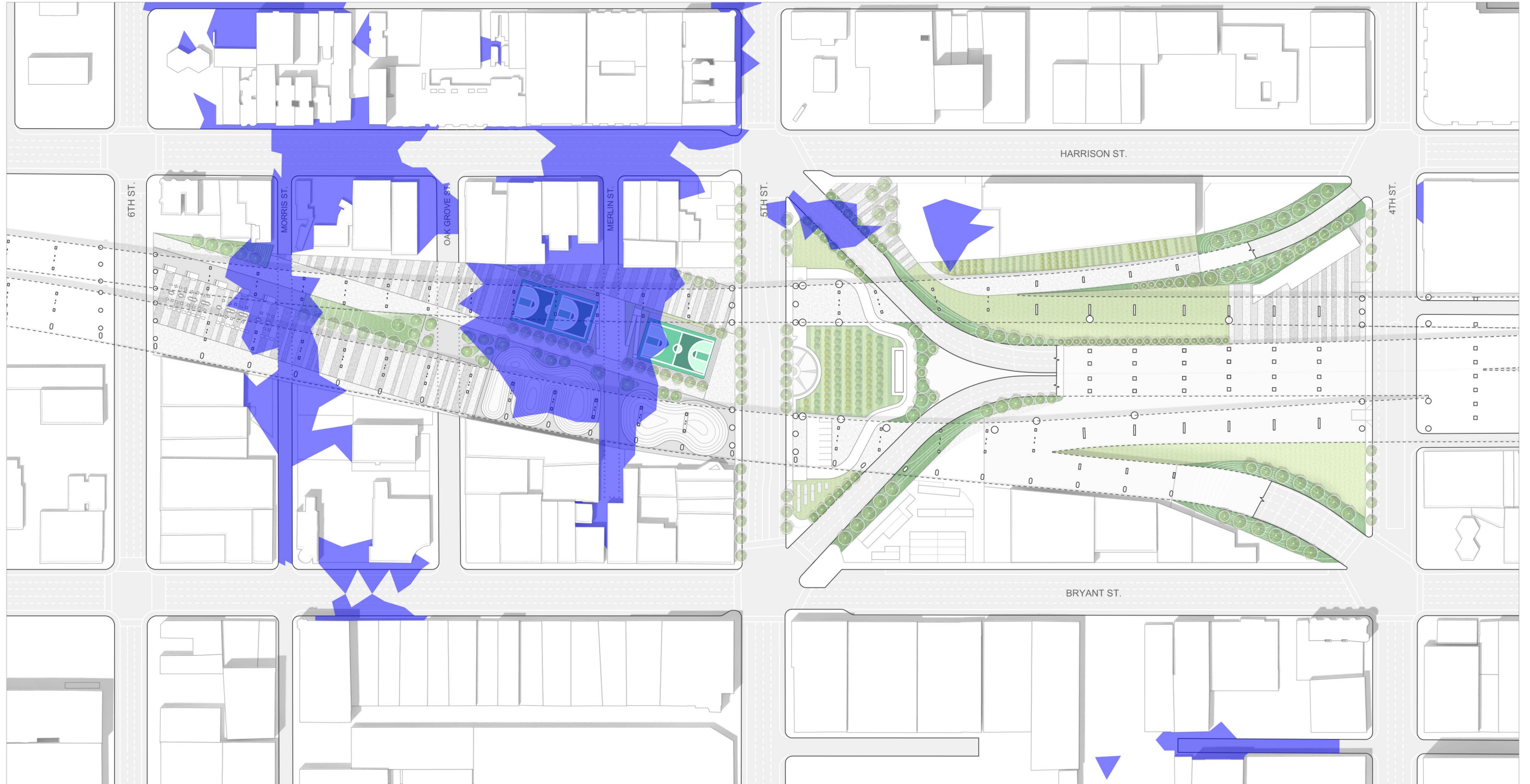


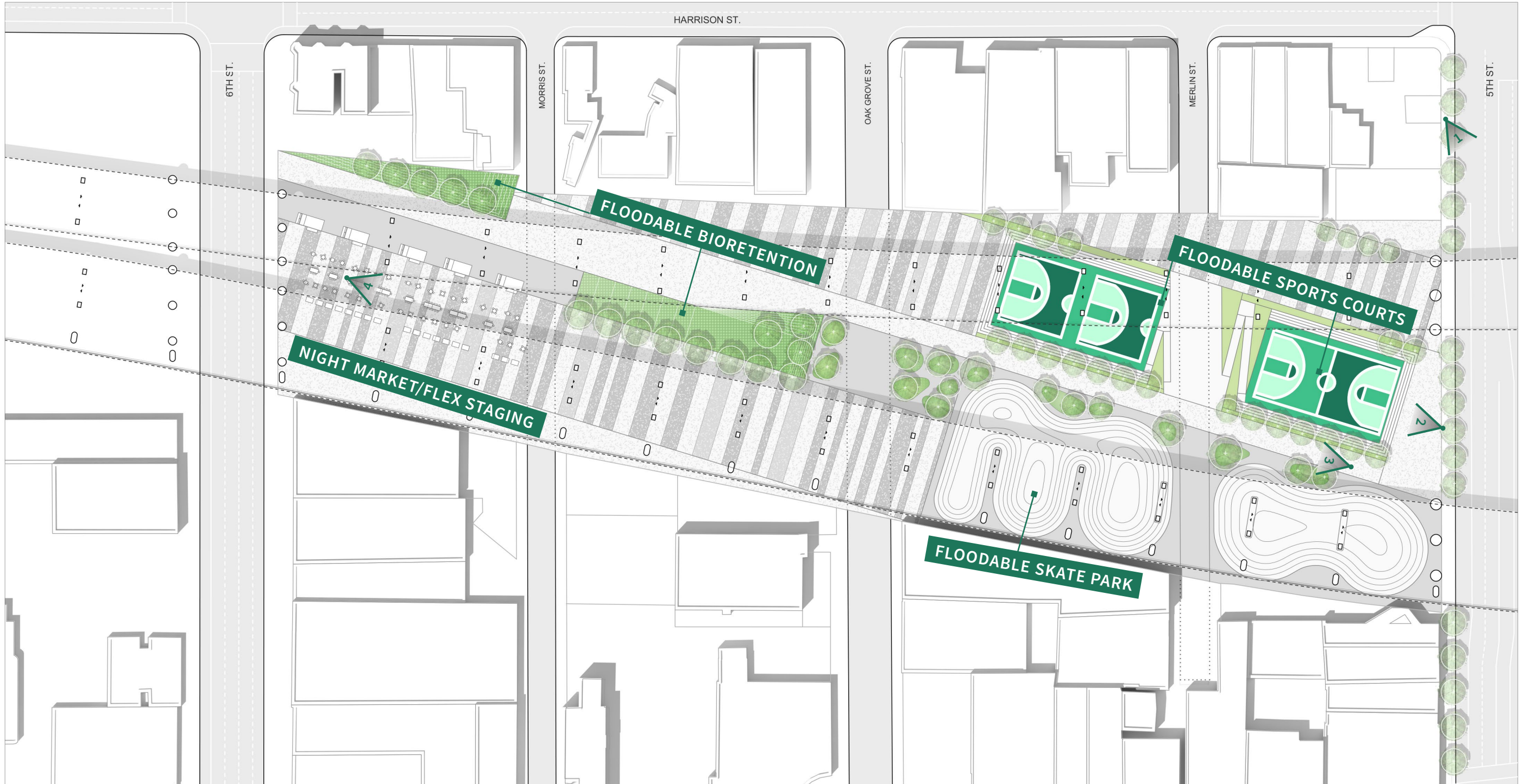
TRANSFORMATION OF
10-ACRES INTO PARK LAND





SOMA 100-YR FLOOD OVERLAY





BEFORE: 5TH ST. ENTRY



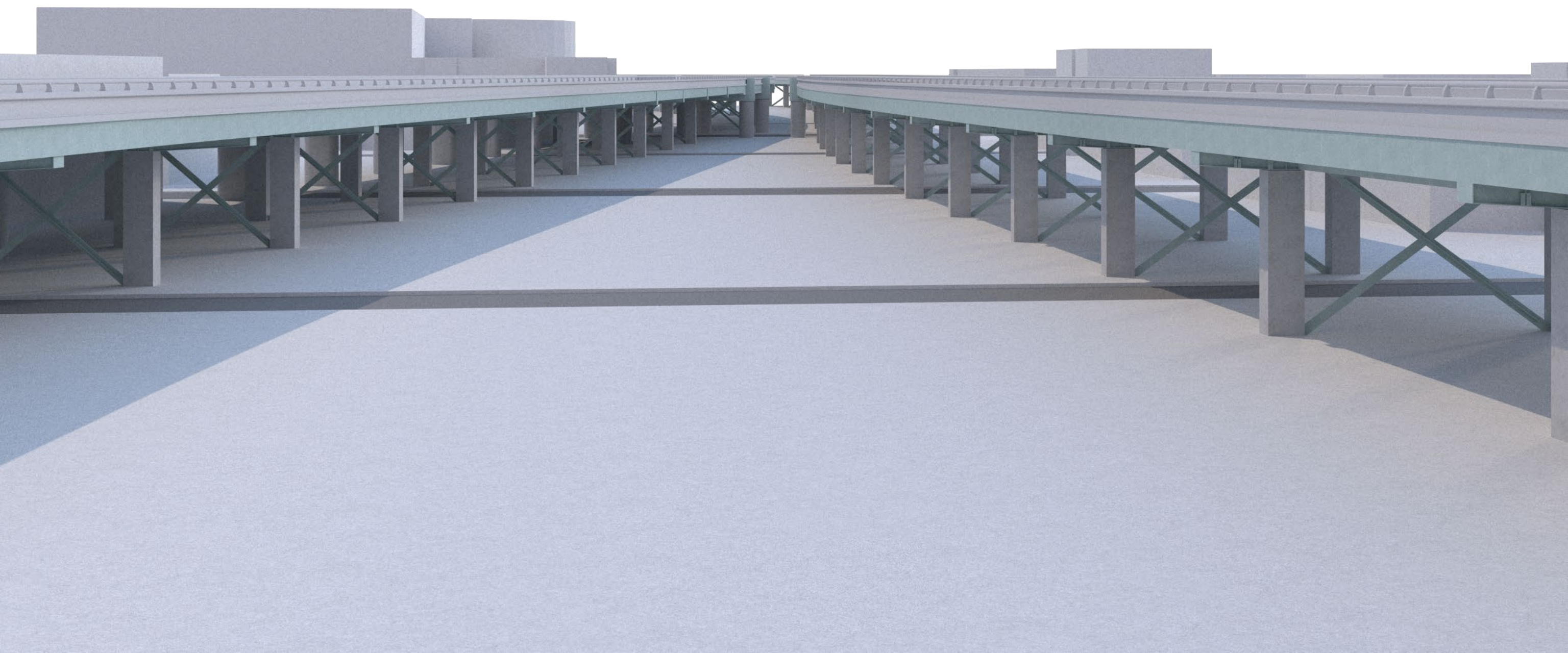
AFTER: 5TH ST. ENTRY GATEWAY



AFTER: 5TH ST. ENTRY GATEWAY



BEFORE: VIEW FROM 5TH



AFTER: FLOODABLE SPORTS COURTS

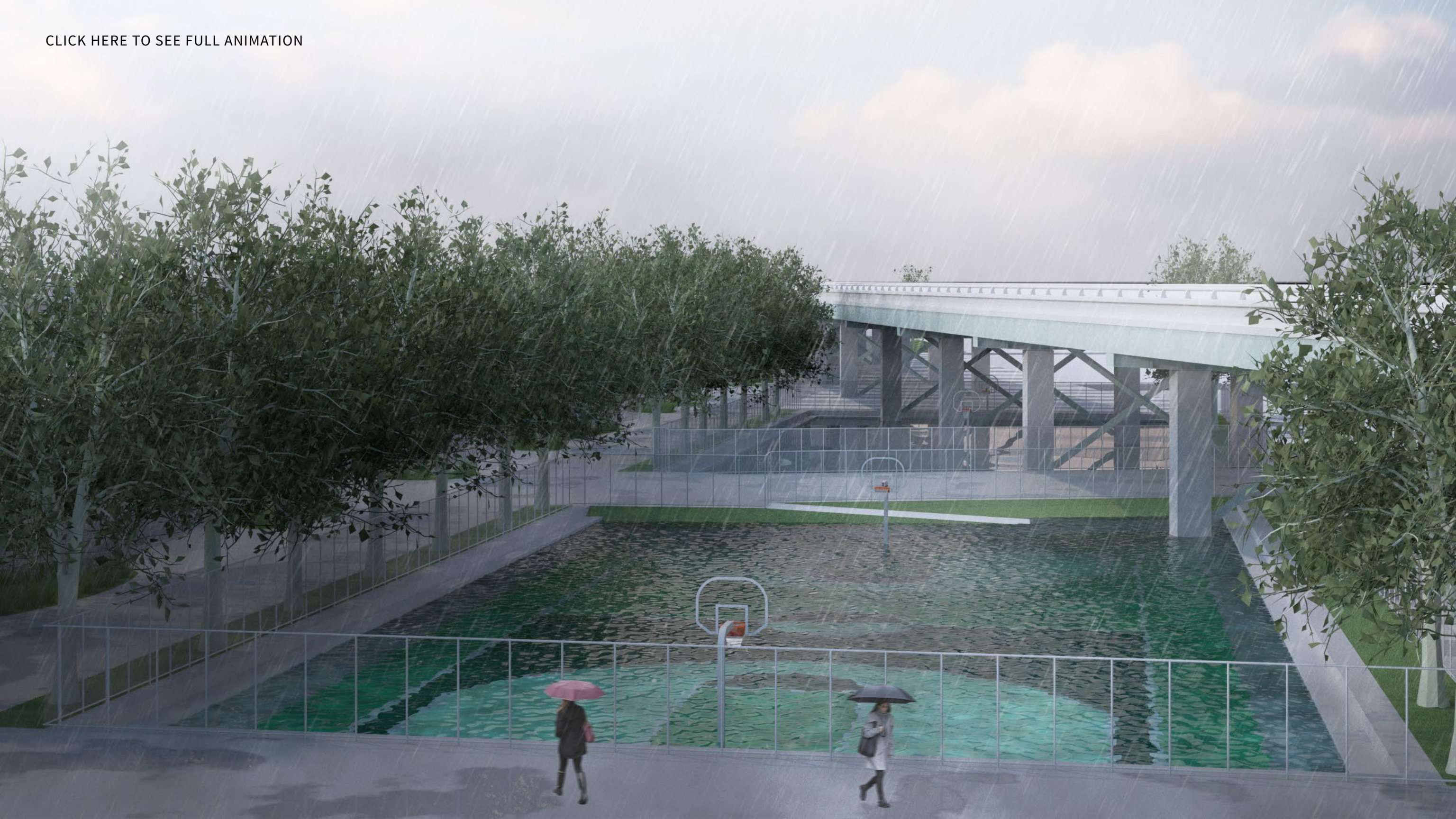








[CLICK HERE TO SEE FULL ANIMATION](#)

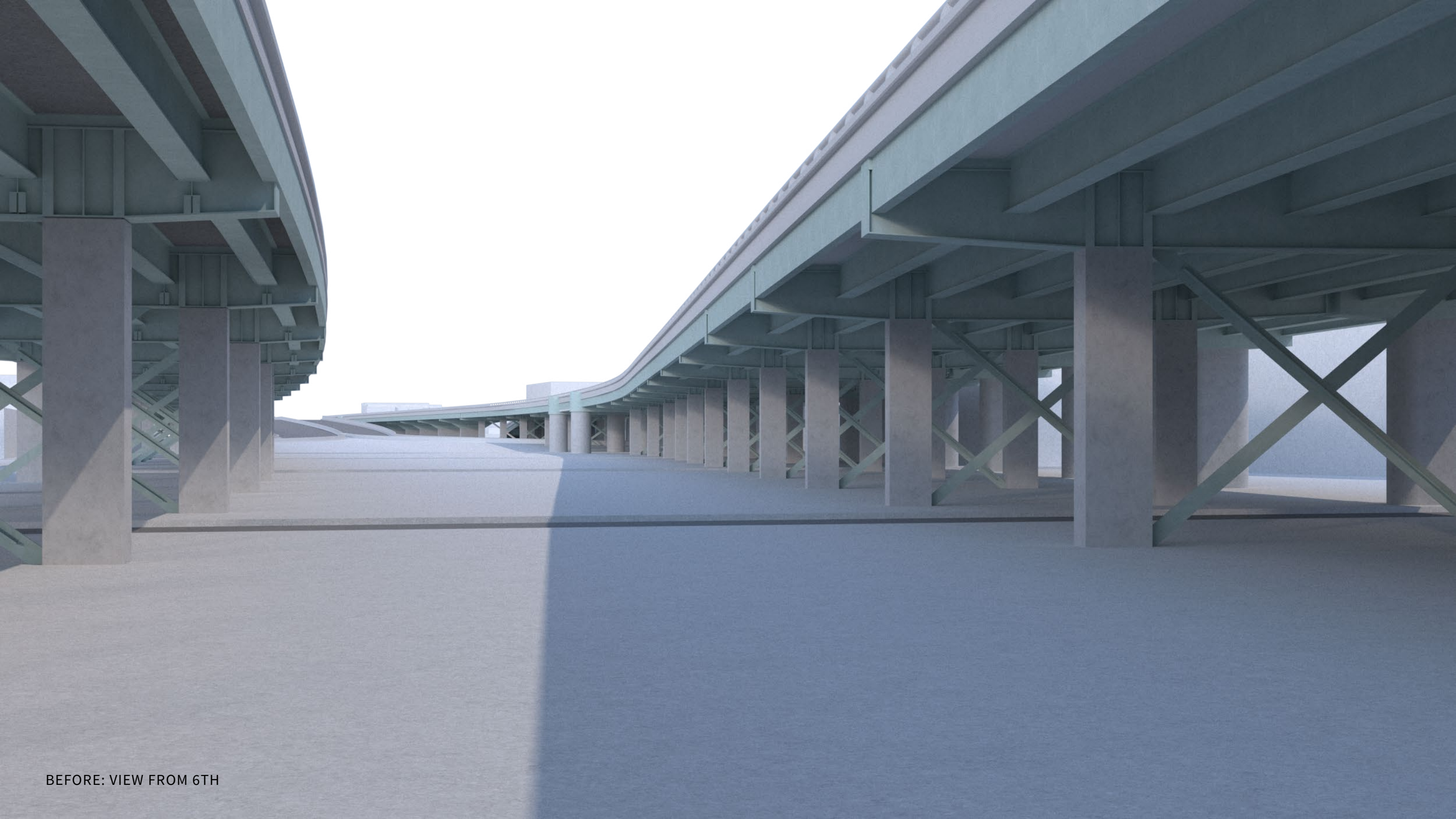


BEFORE: VIEW FROM 5TH



AFTER: PARK ENTRY

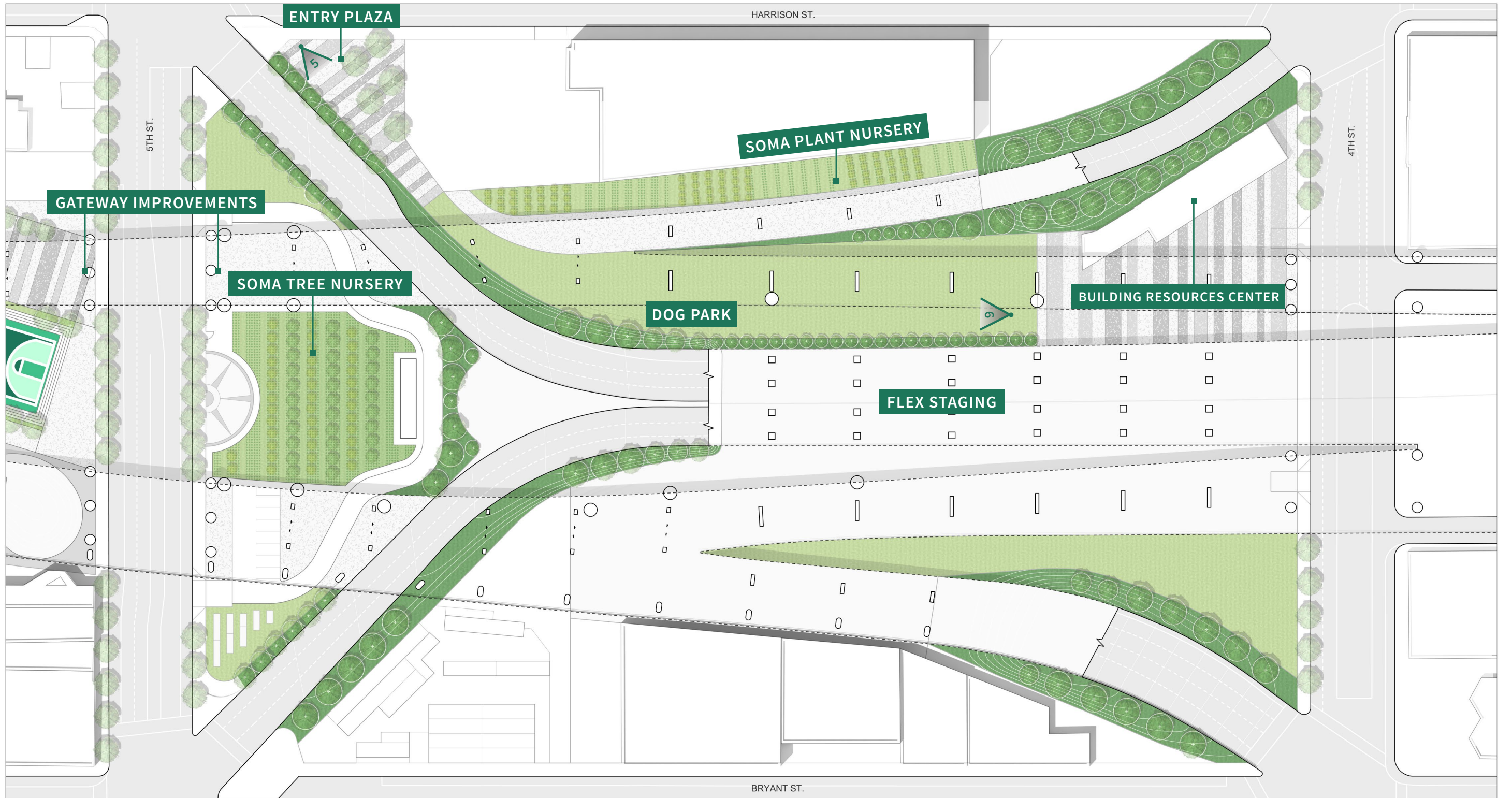




BEFORE: VIEW FROM 6TH



AFTER: NIGHT MARKET



ENTRY PLAZA

HARRISON ST.

SOMA PLANT NURSERY

4TH ST.

GATEWAY IMPROVEMENTS

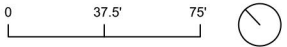
SOMA TREE NURSERY

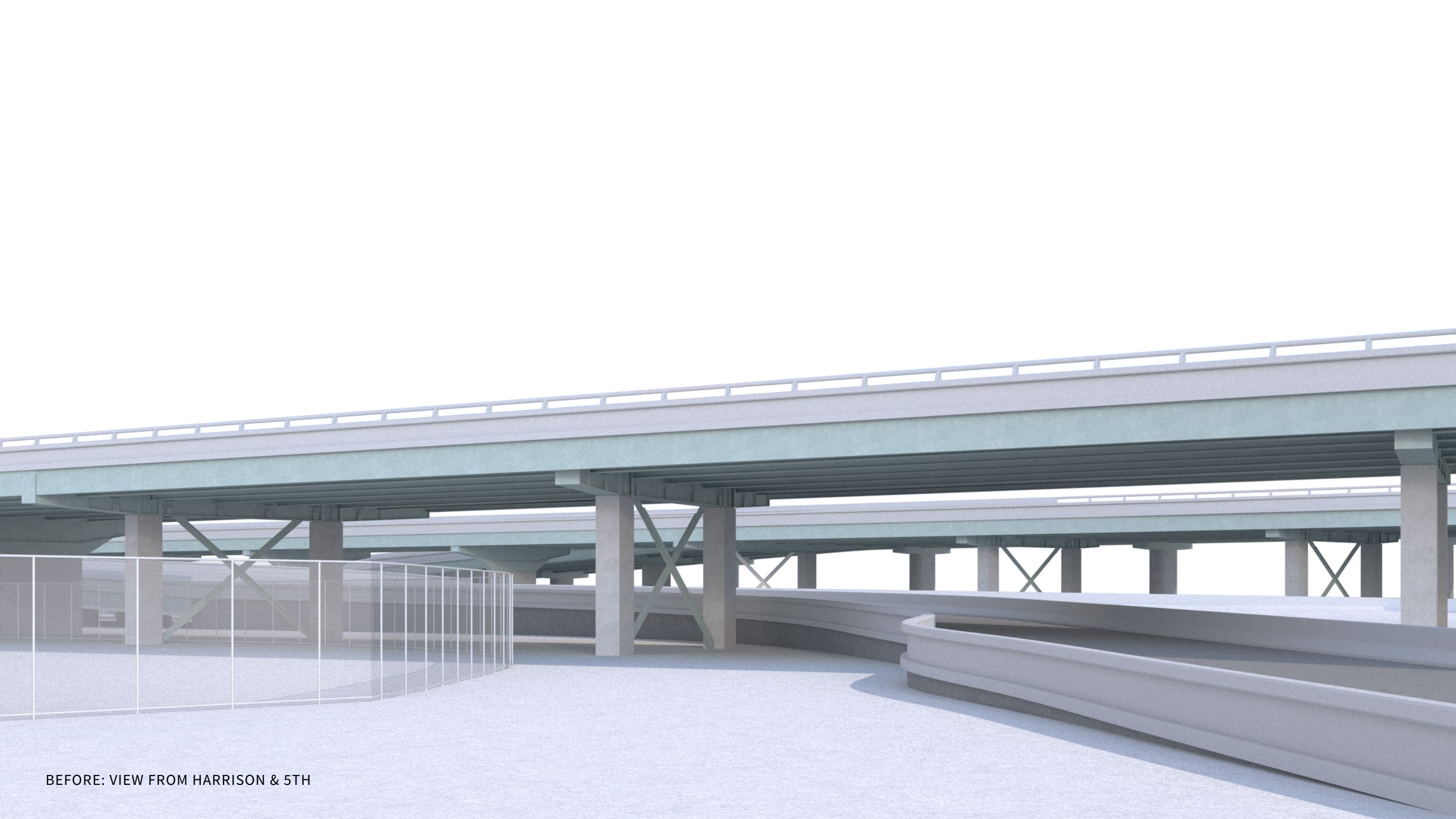
DOG PARK

BUILDING RESOURCES CENTER

FLEX STAGING

BRYANT ST.

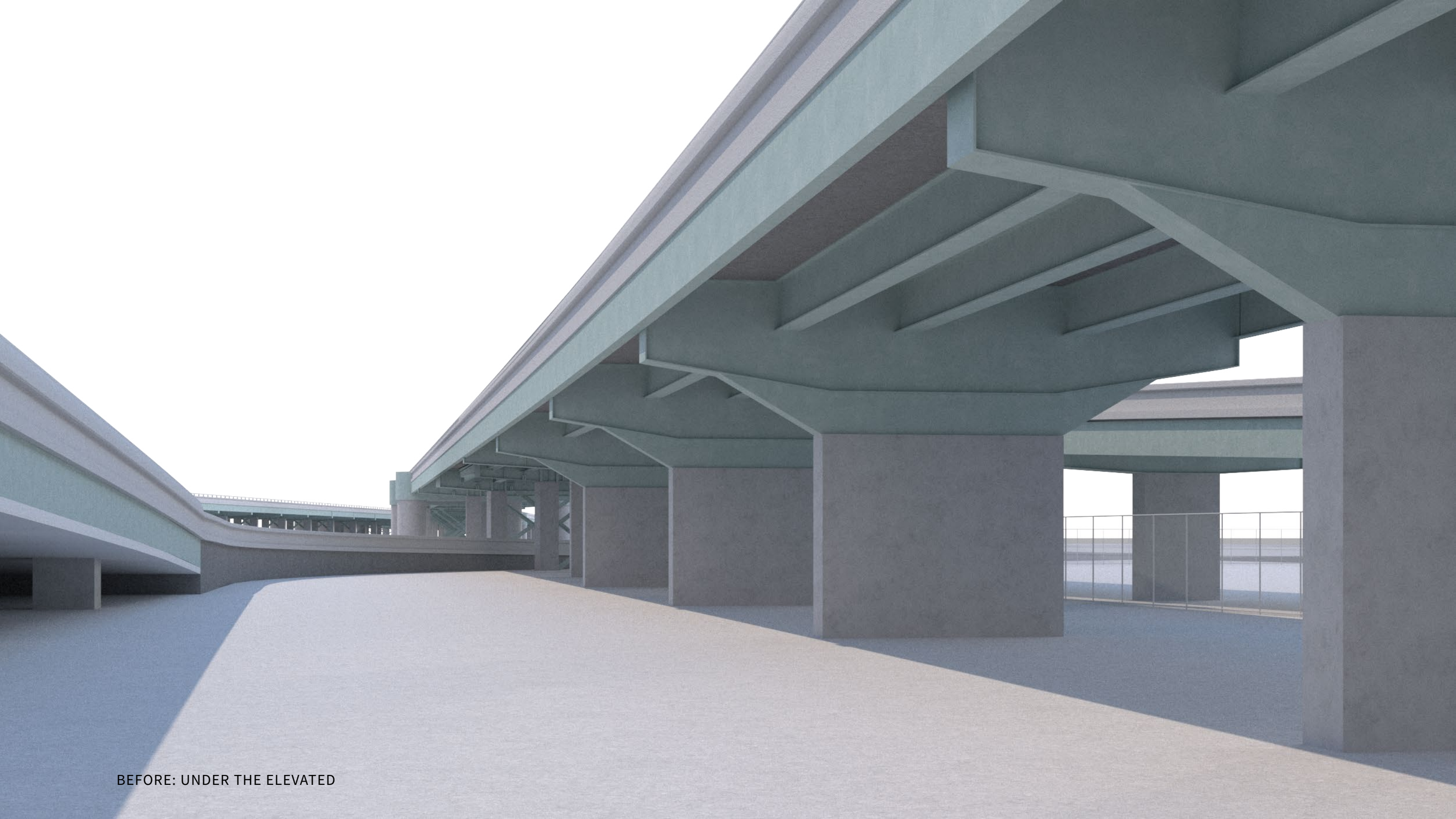




BEFORE: VIEW FROM HARRISON & 5TH



AFTER: DOG PARK ENTRY PLAZA



BEFORE: UNDER THE ELEVATED



AFTER: DOGPARK

