



POWELL STREETSCAPE IMPROVEMENT PROJECT

COMMUNITY MEETING 3

JULY 31, 2017



MEETING AGENDA

INTRODUCTIONS

RECAP:

- PROCESS TO DATE
- PROJECT GOALS
- COMMUNITY MEETING TWO

PRESENT DESIGN ALTERNATIVES

GROUP DISCUSSION

FEEDBACK

NEXT STEPS



PROCESS TO DATE

1ST STAKEHOLDER MEETING - MAY 18TH

2ND STAKEHOLDER MEETING - JULY 10TH

MTA BOARD MEETING (PILOT REAUTHORIZATION) - JULY 18TH

3RD STAKEHOLDER MEETING - JULY 31ST

4TH STAKEHOLDER MEETING - AUGUST 28th

OPEN HOUSE - TBD

CONSTRUCTION START - EARLY 2021

PROJECT GOALS

1. CREATE AN ATTRACTIVE, INVITING PUBLIC SPACE BEFITTING THE STREET'S ICONIC STATUS AS THE VENUE FOR THE WORLD-FAMOUS SAN FRANCISCO CABLE CARS AND THE GATEWAY TO UNION SQUARE AND SAN FRANCISCO.
2. WIDEN THE SIDEWALKS, AS MUCH AS IS FEASIBLE WITHIN THE PHYSICAL CONSTRAINTS OF THE STREET, TO ACCOMMODATE THE LARGE NUMBER OF PEOPLE WALKING BETWEEN MARKET STREET AND UNION SQUARE.
3. IMPROVE UPON THE SAFETY ENHANCEMENTS FOR PEDESTRIANS, VEHICLES, AND THE CABLE CARS THAT HAVE BEEN PREVIOUSLY PILOTED ON THE STREET.
4. ENSURE THAT EVERY BUSINESS AND HOTEL ON POWELL STREET HAS SUFFICIENT ACCESS TO CARGO AND PASSENGER LOADING TO ACCOMMODATE THEIR NEEDS.

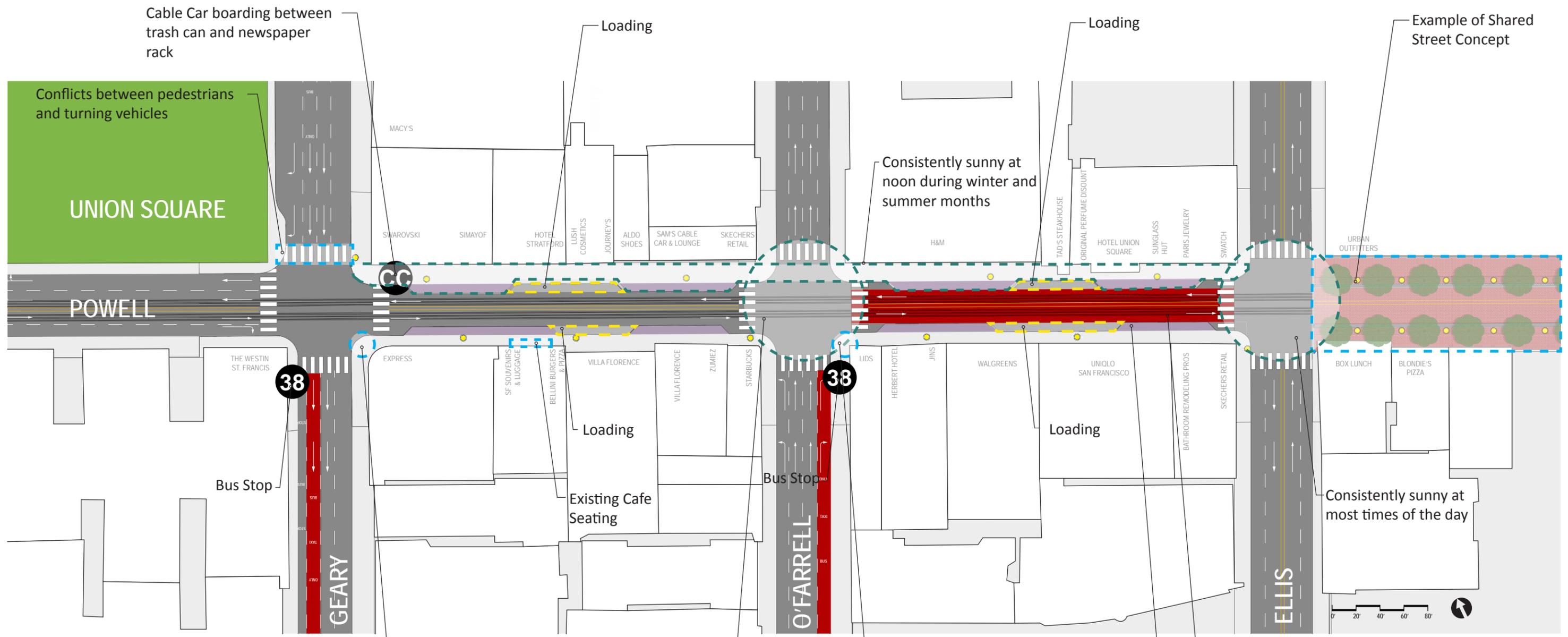
MEETING 2 RECAP

DESIGN CONSTRAINTS

EXISTING SECTIONS

DESIGN ACTIVITY RESULTS

OPPORTUNITIES & CONSTRAINTS



General Powell St. Opportunities and Constraints

- Varying paving pattern along the street
- Heavy visitor foot traffic
- Subsidewalk basements
- Rail/Curb elevation
- Large Pedestrian Volumes

Consistently sunny at most times of the day

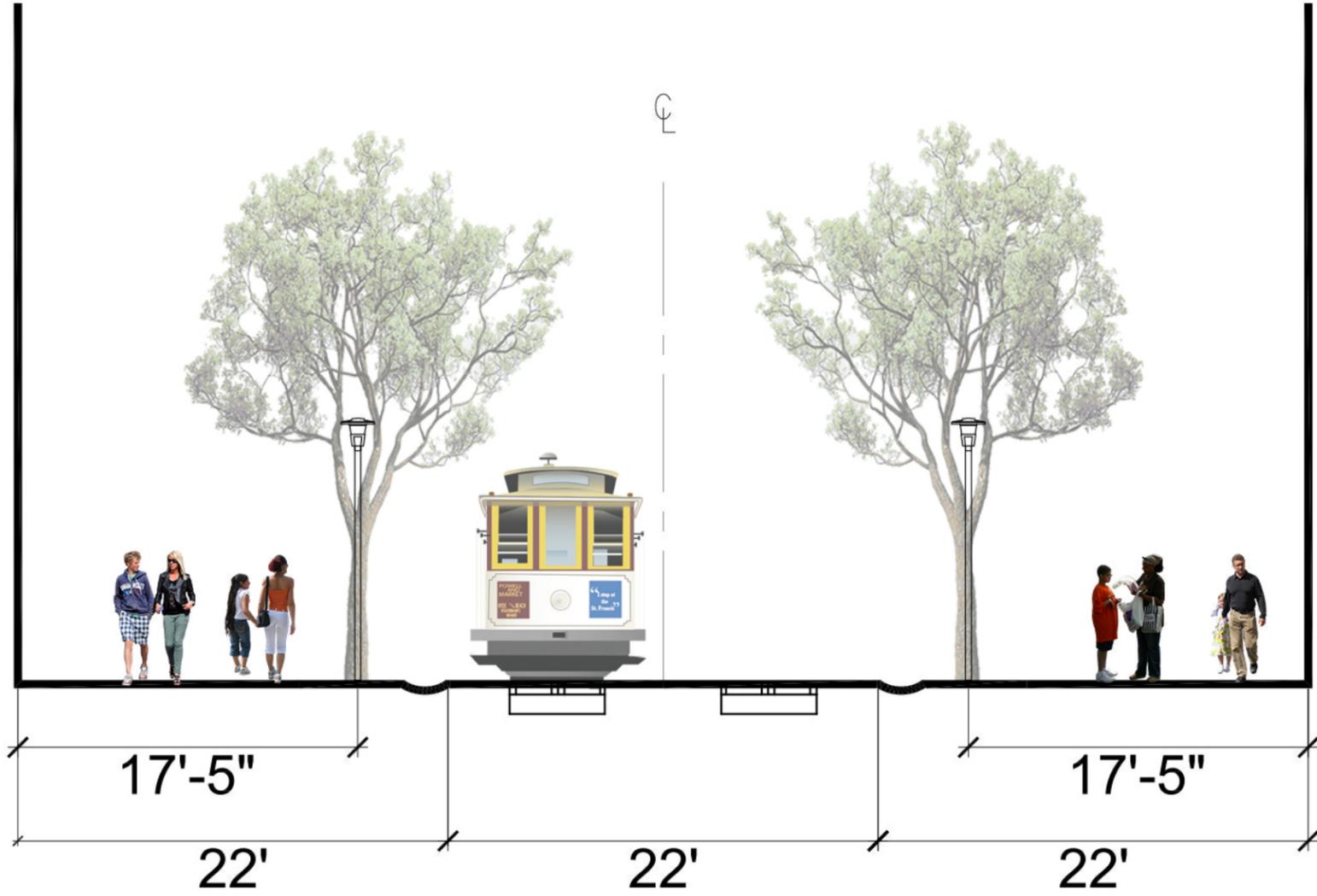
Noticeable grade change between street and sidewalk

Noticeable grade change between street and sidewalk

Restricted traffic to only taxis, commercial vehicles and cable car system

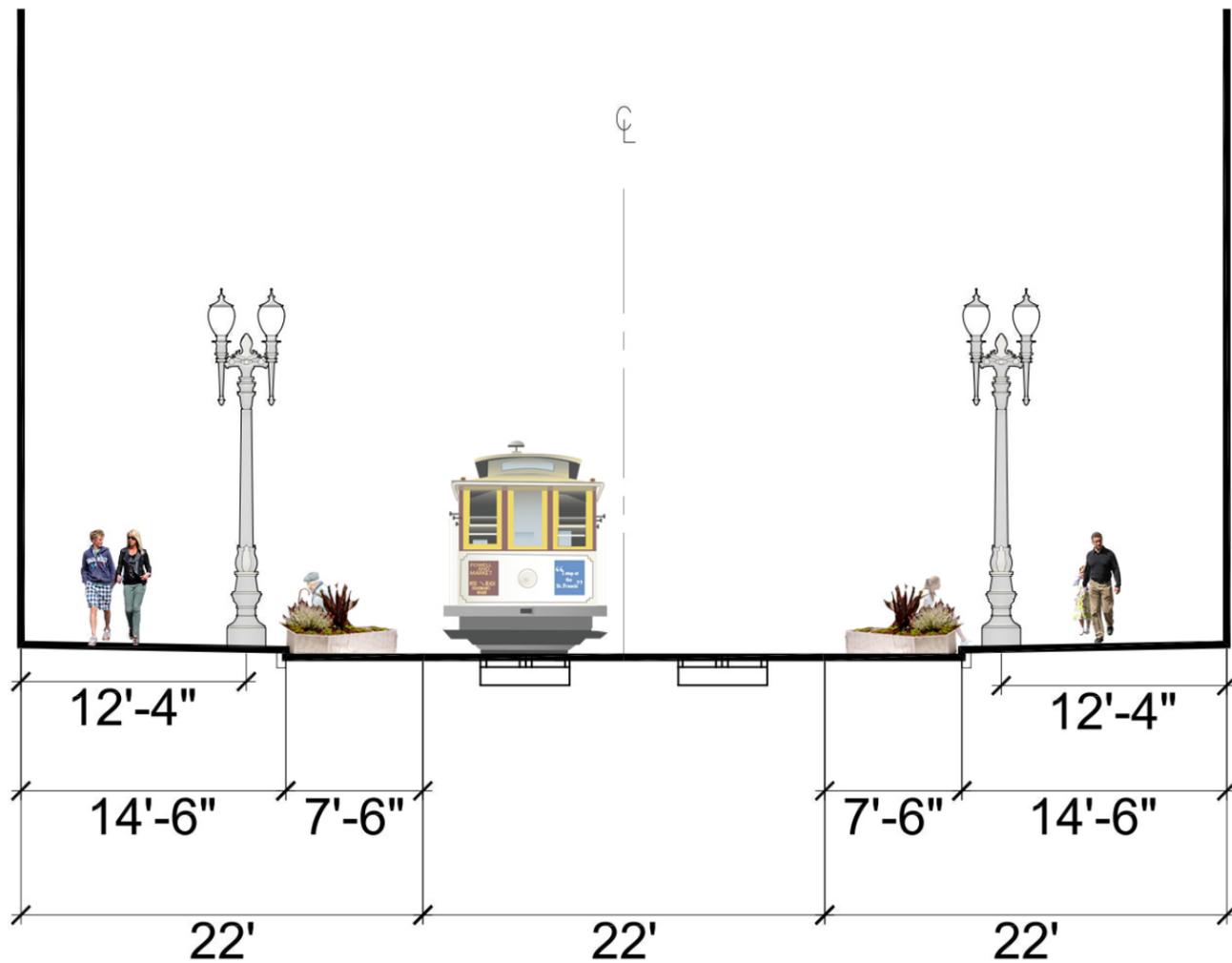
Parklet location does not allow for ease of pedestrian traffic

EXISTING CONDITION: MARKET TO ELLIS

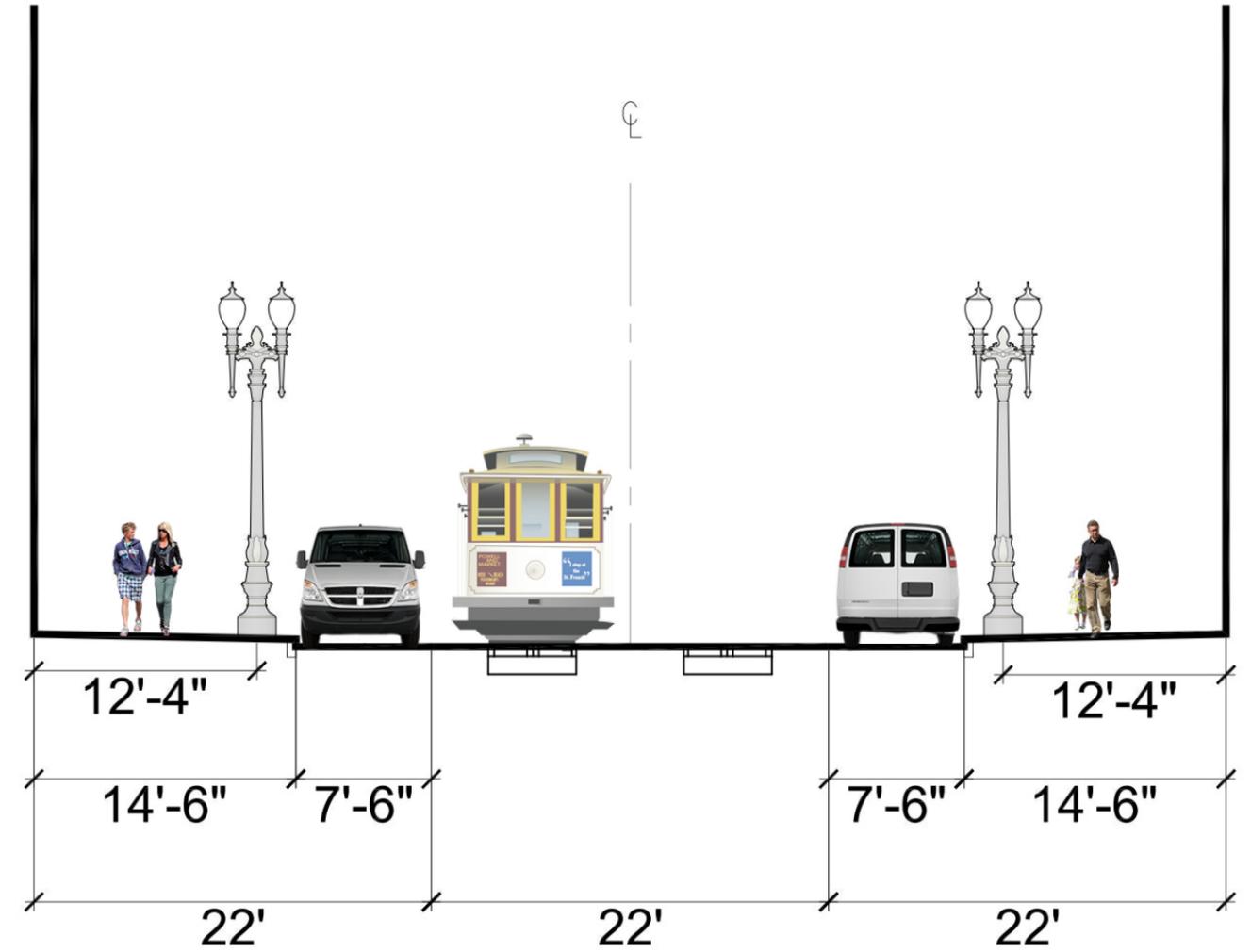


SECTION

EXISTING CONDITION: ELLIS TO GEARY



PARKLET



LOADING

MEETING 2 DESIGN ACTIVITY

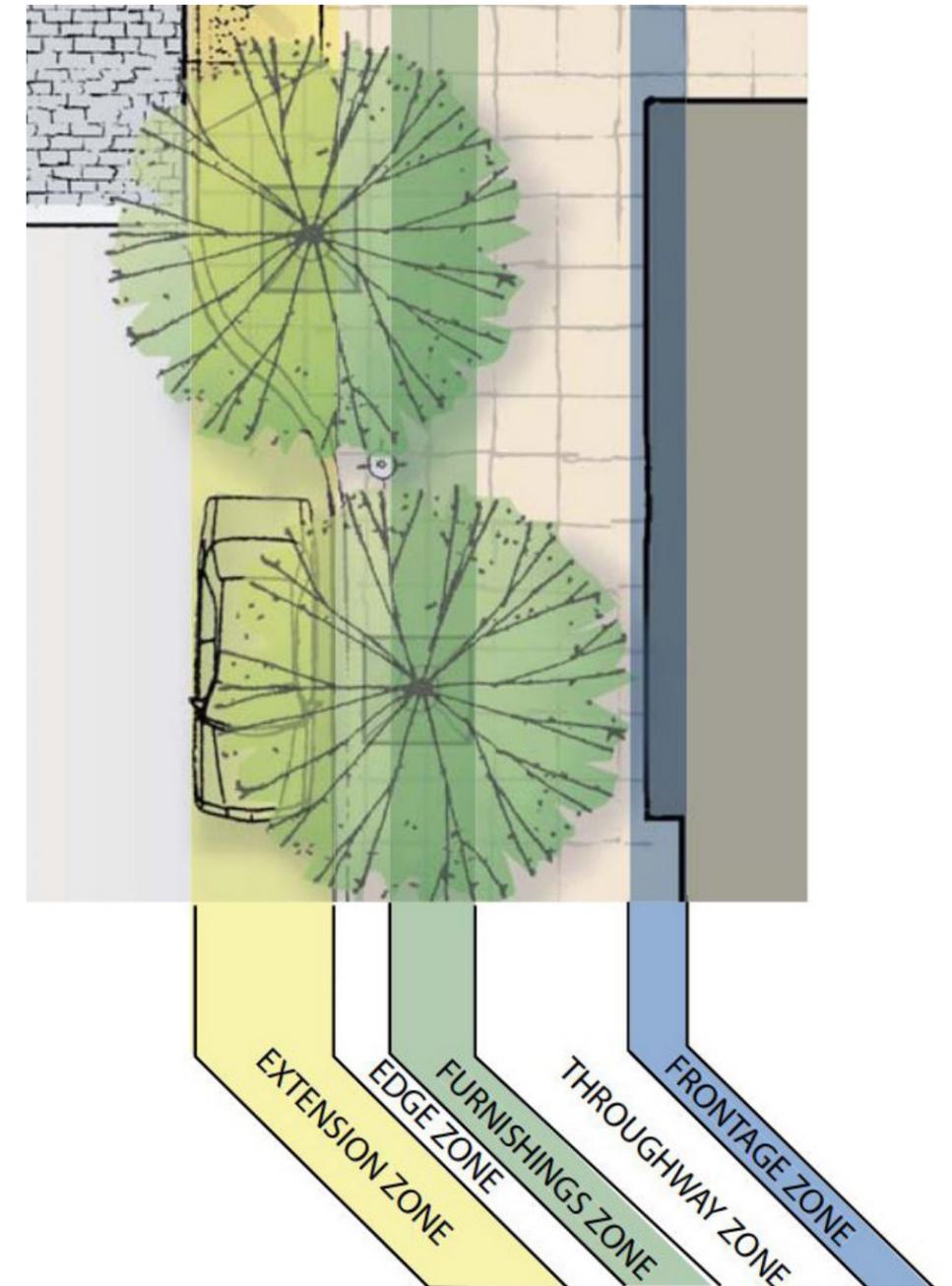
A. THERE ARE **THREE PRIMARY ZONES TO INCLUDE** IN THE SIDEWALK:

1. **FRONTAGE:** OCCURS ALONG THE FACE OF THE BUILDING. MINIMUM 4' WIDE.
2. **THROUGHWAY:** PROVIDES UNOBSTRUCTED SPACE FOR PEDESTRIAN MOVEMENT. MINIMUM 9' WIDE.
3. **FURNISHINGS:** ACCOMMODATES NECESSARY FIXTURES AND FURNISHINGS. MINIMUM. 4' WIDE.

B. **THE HISTORIC GOLDEN TRIANGLE LIGHTS MAY BE MOVED.**

HOWEVER, TO AVOID BASEMENT CONFLICTS, THEY CAN ONLY BE MOVED AWAY FROM THE BUILDINGS RELATIVE TO THEIR EXISTING LOCATIONS.

C. THE **VEHICULAR CLEARANCE ZONE (TRACKWAY) MUST BE KEPT CLEAR** OF ANY VERTICAL ELEMENTS OR PEDESTRIAN USES.



MEETING 2 DESIGN ACTIVITY



MEETING 2 DESIGN ACTIVITY TABLE SUMMARIES

TABLE 1

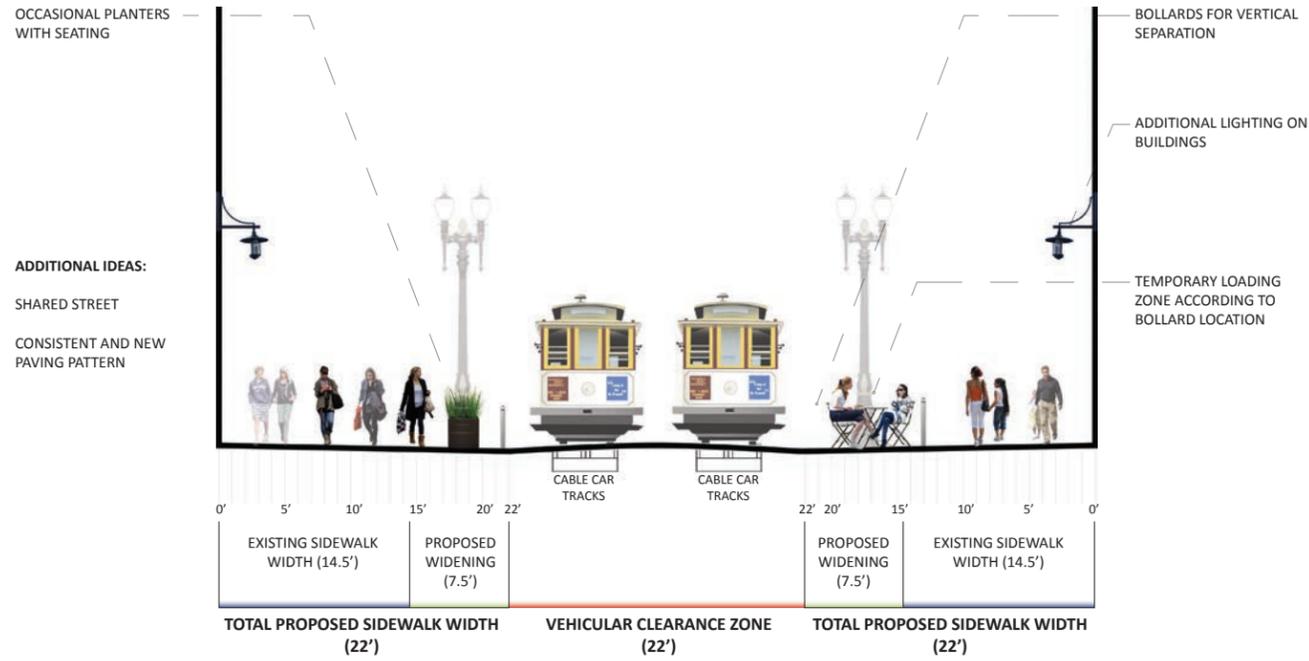


TABLE 2

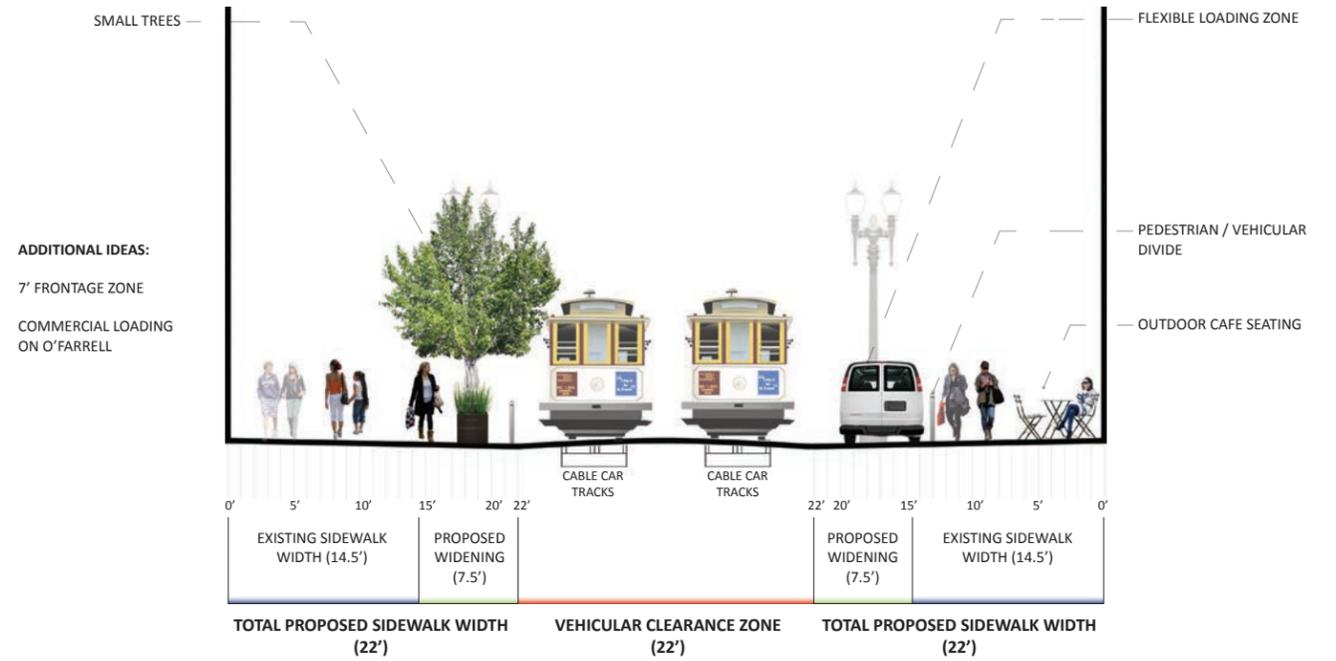


TABLE 3

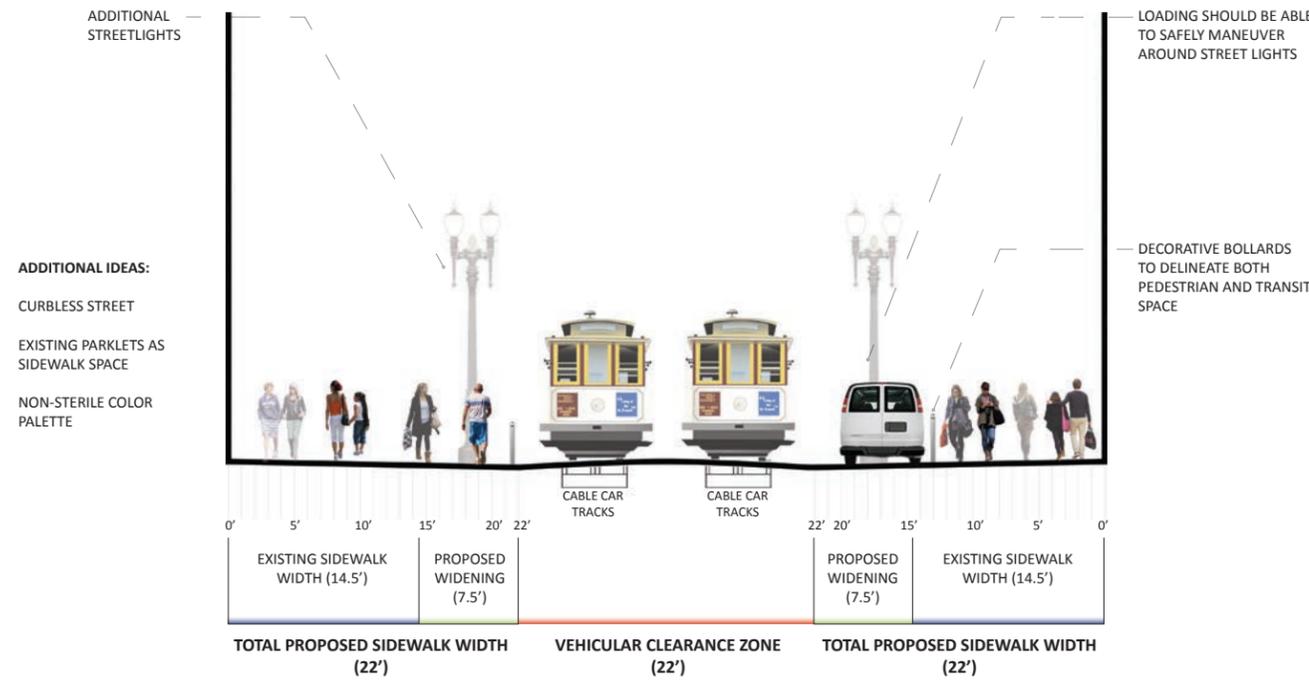
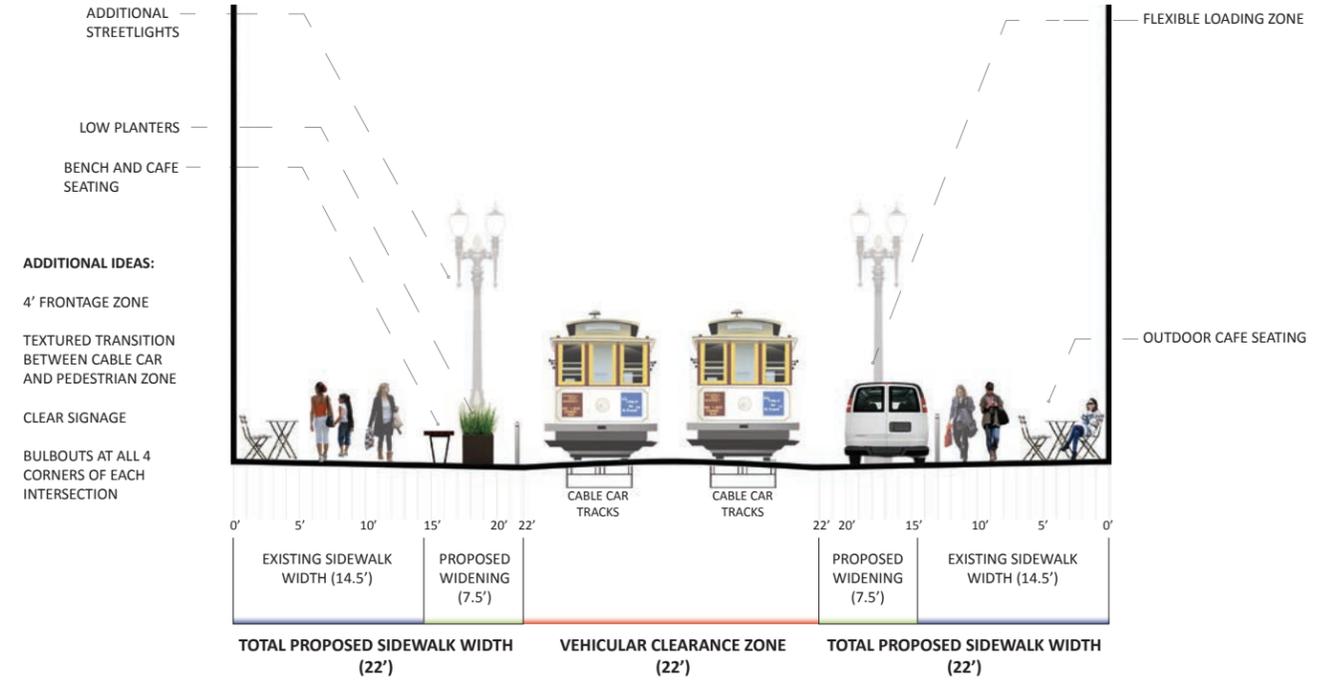


TABLE 4



ADDITIONAL COMMENTS

INCORPORATE SAFE SEATING / CONSIDER SAFETY NEAR TRACKS

RAISED PLANTERS TO ADD GREENERY

BULB-OUTS AT CROSS STREETS

MATERIAL SELECTION WITH PAVING AS IMPORTANT FACTOR

MAXIMIZE USABLE SPACE BY MINIMIZING VERTICAL ELEMENTS

CONSIDER LOADING RESTRICTIONS