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
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
EXISTING CONDITION: MARKET TO ELLIS

SECTION

17'-5"

22'

22'

22'

17'-5"
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 UNOBSERVED 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
TABLE 1

- **EXISTING SIDEWALK WIDTH (14.5')**
- **PROPOSED WIDENING (7.5')**
- **TOTAL PROPOSED SIDEWALK WIDTH (22')**
- **VEHICULAR CLEARANCE ZONE (22')**

ADDITIONAL IDEAS:
- Occasional planters with seating

TABLE 2

- **EXISTING SIDEWALK WIDTH (14.5')**
- **PROPOSED WIDENING (7.5')**
- **TOTAL PROPOSED SIDEWALK WIDTH (22')**
- **VEHICULAR CLEARANCE ZONE (22')**

ADDITIONAL IDEAS:
- Flexible loading zone
- Outdoor cafe seating

TABLE 3

- **EXISTING SIDEWALK WIDTH (14.5')**
- **PROPOSED WIDENING (7.5')**
- **TOTAL PROPOSED SIDEWALK WIDTH (22')**
- **VEHICULAR CLEARANCE ZONE (22')**

ADDITIONAL IDEAS:
- Curbside street
- Existing parklets as sidewalk space
- Non-sterile color palette

TABLE 4

- **EXISTING SIDEWALK WIDTH (14.5')**
- **PROPOSED WIDENING (7.5')**
- **TOTAL PROPOSED SIDEWALK WIDTH (22')**
- **VEHICULAR CLEARANCE ZONE (22')**

ADDITIONAL IDEAS:
- Sidewalk planters
- Bench and cafe seating
- Small trees

LOADING SHOULD BE ABLE TO SAFELY MANEUVER AROUND STREET LIGHTS

DECORATIVE BOLLARDS TO DELINEATE BOTH PEDESTRIAN AND TRANSIT SPACE

LOW PLANTERS, BENCH AND CAFE SEATING

CLEAR SIGNAGE BULLETS AT ALL 4 CORNERS OF EACH INTERSECTION
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