

Vision Statements

From Community Design Workshop One
Thursday, February 10, 2011

SAN FRANCISCO PLANNING DEPARTMENT

CESAR
CHAVEZ
EAST

COMMUNITY
DESIGN PLAN

PROJECT OVERVIEW

MISSION: A community-based concept design for the 101 interchange and the East Cesar Chavez corridor that promotes safety, comfort and accessibility to all.

OUTCOMES

- A strong community vision
- Alternative concept designs for the 101 interchange (short term, medium term, long term)
- A final streetscape and public space opportunities design for Cesar Chavez East street from Hampshire to Illinois Street.

VISION STATEMENTS

The first community workshop of the Cesar Chavez East Community Design project was held at Buena Vista Elementary School on February 10, 2011. At this first workshop, we gathered into small groups to discuss our vision for Cesar Chavez East. Each group then presented an outline of its vision to the entire workshop. In analyzing these statements, we saw that they fell into five broad categories -- each of which was mentioned by all the groups and consistent with the visions expressed by people who took our survey. Below you will find each of these five statements -- which concisely encompass the visions outlined by workshop participants for the future of Cesar Chavez East -- along with the quotes from workshops participants that allowed us to generate these five categories.

1 A connector, not a divider, of neighborhoods and communities.

- “Connections every which way- the hairball is such a barrier we need to make sure that streets are connecting and not dividing communities and neighbors.”
- “Cesar Chavez can have a harmonizing role: traffic highway, PDR nature of east side, eastern end as a destination”
- “More public transit “
- “Huge possibility of redesigning 101 with experts’ help”
- “More public transit”
- “Re-organize transit”
- “101 Access for cars and peds”
- “Access from residences to waterfront (Indiana Street and Copra Crane)”
- “Access to Heron’s Head park”

2 Safe and convenient for all modes of travel.

- “Safe and human”
- ”Pedestrians and bicycles”
- ”A gateway where there are no barriers: “go anywhere you want, whenever you want, however you want” for pedestrians, transit, cars, canoes and watershed”
- ”Main concern: safety for pedestrians and safety for cyclists. Much wider sidewalks and separated bike lanes. Better maintained sidewalks (no more broken glass!)”
- ”Retain traffic role but tame traffic”
- ”Re-examine the idea of retaining parking on Cesar Chavez: given the amount of land available, is it necessary or could we get rid of the two parking lanes along the corridor (for some other uses?)”
- ”Create eyes on the street effect/ increase safety”
- ”Improve circulation and make the place comfortable for everybody”
- ”Sidewalks, sidewalks, sidewalks”
- ”Separated bike lanes”
- ”Elevate people above cars like on the High Line in NY”
- ”Increase personal safety under freeway crossing”
- ”Improve traffic safety: make cars slow down (they don’t have to now) and pay attention to pedestrians”
- ”An inclusive public realm for trucks, separated bike lanes, pedestrians”
- ”Lighting is critical along the waterfront and by Islais Creek (connections to Bayview)”

3 More green, less gray.

- "Color change- less gray, bring more blue spaces mixed with green spaces (pocket parks) and ponds, rivers, flowing creek, trees, gardens, windmill, many species."
- "Create a sense/ feeling of the water presence and the parks on the eastern end"
- "Sunlighting the wetlands and creeks and green spaces for people who work here (now people drive to work, drive somewhere for lunch, and drive back)- instead they might be spending their lunch walking to a food trucks in a green area/ linear park."
- "Green as barriers to protect bike riders and peds from cars, use of native plants."
- "Sunlighting of creek"
- "It's an industrial area but we know it doesn't have to look industrial."

4 A place to be in, and not just to go through.

- "Food trucks and active storefronts where a lot of people are (instead of big warehouses/ storage units with no windows)"
- "A place where we can see children, adults, a healthy and very beautiful place."
- "More retail and a place where people are more connected with each other and with their environment."
- "A place where people go to, not go through"
- "Bring beautification and new open spaces where workers who are in the area during the week have a place to go and have lunch outdoor."
- "A nicer place to be in: better lighting and greening"
- "Better food access: local produce grown right there (there is so much land); bbq for workers to grill things off their facilities; convert trucks in places where food can be grown; green farms- work with Veritable Vegetables; food trucks."
- "Form-based codes (to create fine-grained street)"
- "People walk and bike on beautiful cobbled like an old Italian street"
- "Mixed-residential with PDR to create some activity"

5 A vital part of a thriving industrial zone.

Community members agree that industrial jobs in the area are vital to the city and should be protected. This principle, while seldom stated explicitly, is part of the community's shared understanding of the area. Many of the improvements that community members desire would specifically benefit the area's many industrial workers -- like a safer commute, or places to purchase food, eat, and relax during breaks.