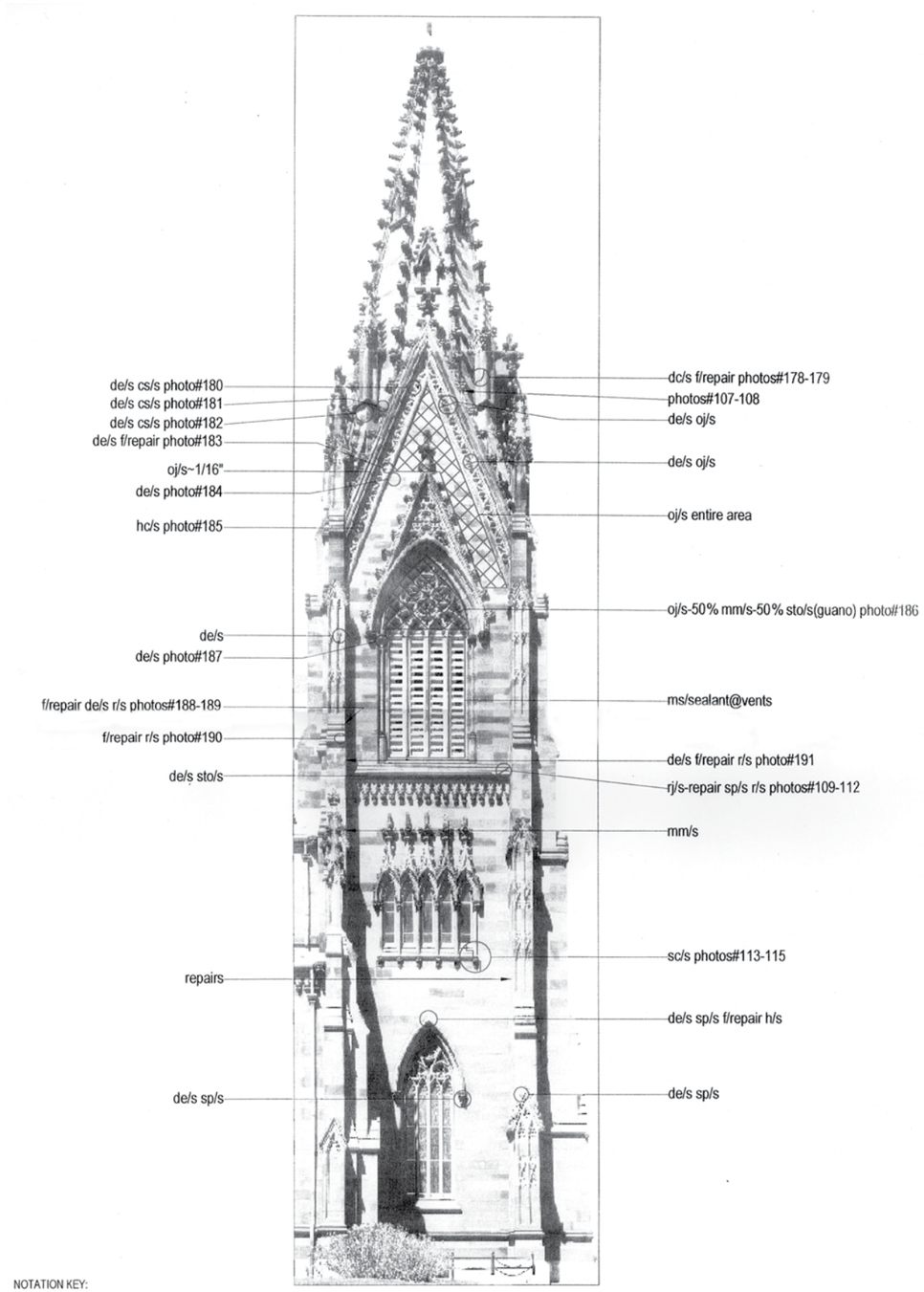
# Andrea Gaffney

BARCH, Cornell University
MLA/MCP Urban Design, University of California Berkeley
RA (MA #20422), LEED AP

Building Façade Inspector
Vertical Access 1999-2000
I conducted façade inspections, rigged safety equipment, implemented minor repairs, prepared presentation reports, and worked with desktop photogrammetry to create base drawings, and spent time hanging around in some pretty spectacular places!

Chrysler Building standing seam water leakage testing




NOTATION KEY:
CONDITION: sc-step crack vc-vertical crack hc-horizontal crack dc-diagonal crack sp-spall oj-open joint mm-missing mortar l-loose us-unsecured h-hollow ms-missing r-removed bg-bulging rj-rust jacking dlm-delaminated dpl-displaced cz-crazing exfl-exfoliated eff-efflourescence st-staining sto-staining organic stm-staining metallic r-rust de-degraded/eroded f-failed cs-contour scaling
MATERIALS: s-stone cs-cast stone c-concrete g-glass tc-terra cotta stm-sheet metal b-brick w-wood m-mortar st-stucco pg-parging

| PHOTOGRAPHS PROVIDED BY VERTICAL ACCESS--NOT TO SCALE | | DRAWN BY: AG JUNE 2000 |
|---|---|---|
| Cathedral of the Incarnation<br>Garden City, New York | SOUTH<br>FACADE | Vertical Access<br>PO Box 4135<br>Ithaca, NY, 14852<br>607 257 4049 |

Yale graduate dormitory inspection

The Plan of Nashville: Avenues to a Great City
Nashville Civic Design Center 2002-2004
www.planofnashville.com

Existing conditions road system diagram

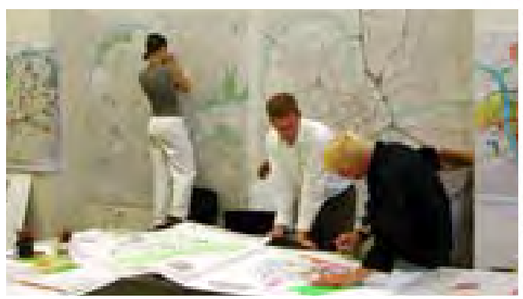
Vision plan road system diagram

Images and community member sketches from public meetings

As an urban designer at NCDC, I led the community based design effort to craft the vision plan for downtown Nashville. I produced graphics, led design workshops, and wrote publications for the PoN.

The Plan of Nashville is a community-based design initiative striving to create a vision plan for downtown Nashville and its surrounding neighborhoods. Since 1950 more than ninety plans have been proposed for various parts of Nashville; this is the first effort to consider the central city in its entirety. Conceptually based on the Commercial Club's 1909 Plan of Chicago, the Plan of Nashville publication will set forth a vision plan and statement with community goals and design principles which will serve as a litmus test for current and future development. The Nashville Civic Design Center seeks to perpetuate community participation in the design process through continued public awareness and understanding of the surrounding environment by documenting the vision plan and its process, and making it available to everyone in the form of a book; date of publication: January 2005. NCDC continues to lead the community through the LIVING THE PLAN initiative, which has pushed forward several major ideas from the Plan into the strategic planning arena.

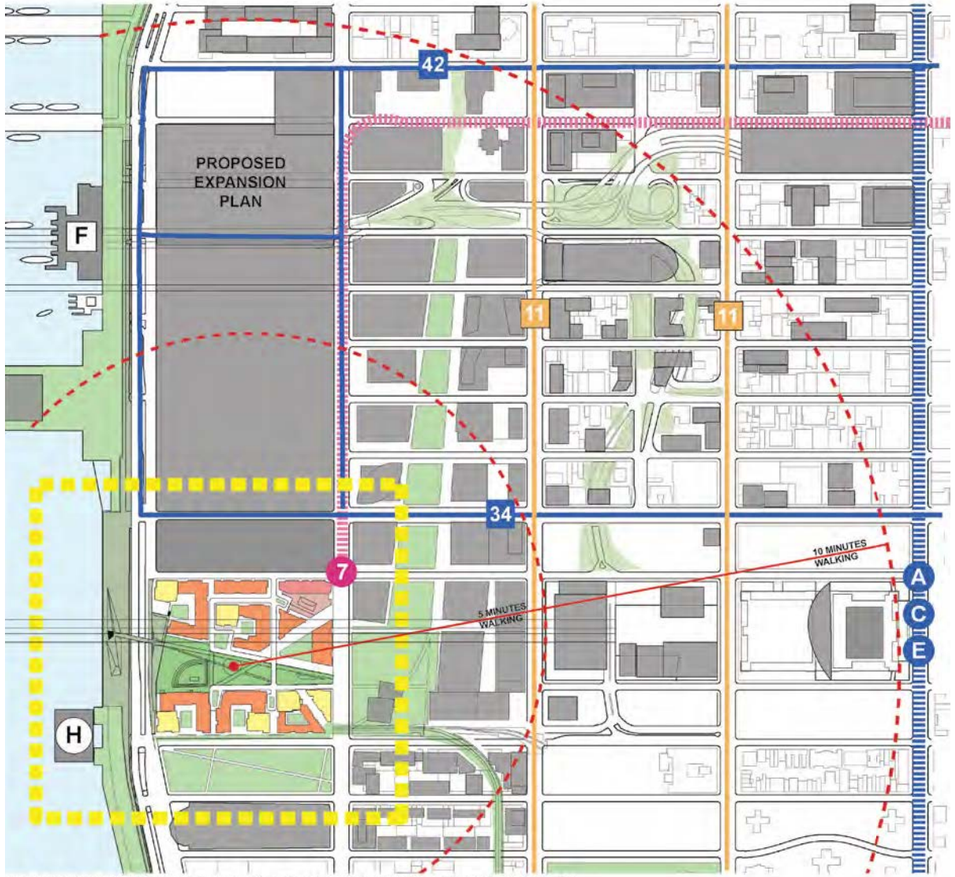
Andrea Gaffney CITIES / PROFESSIONAL / PUBLICATION



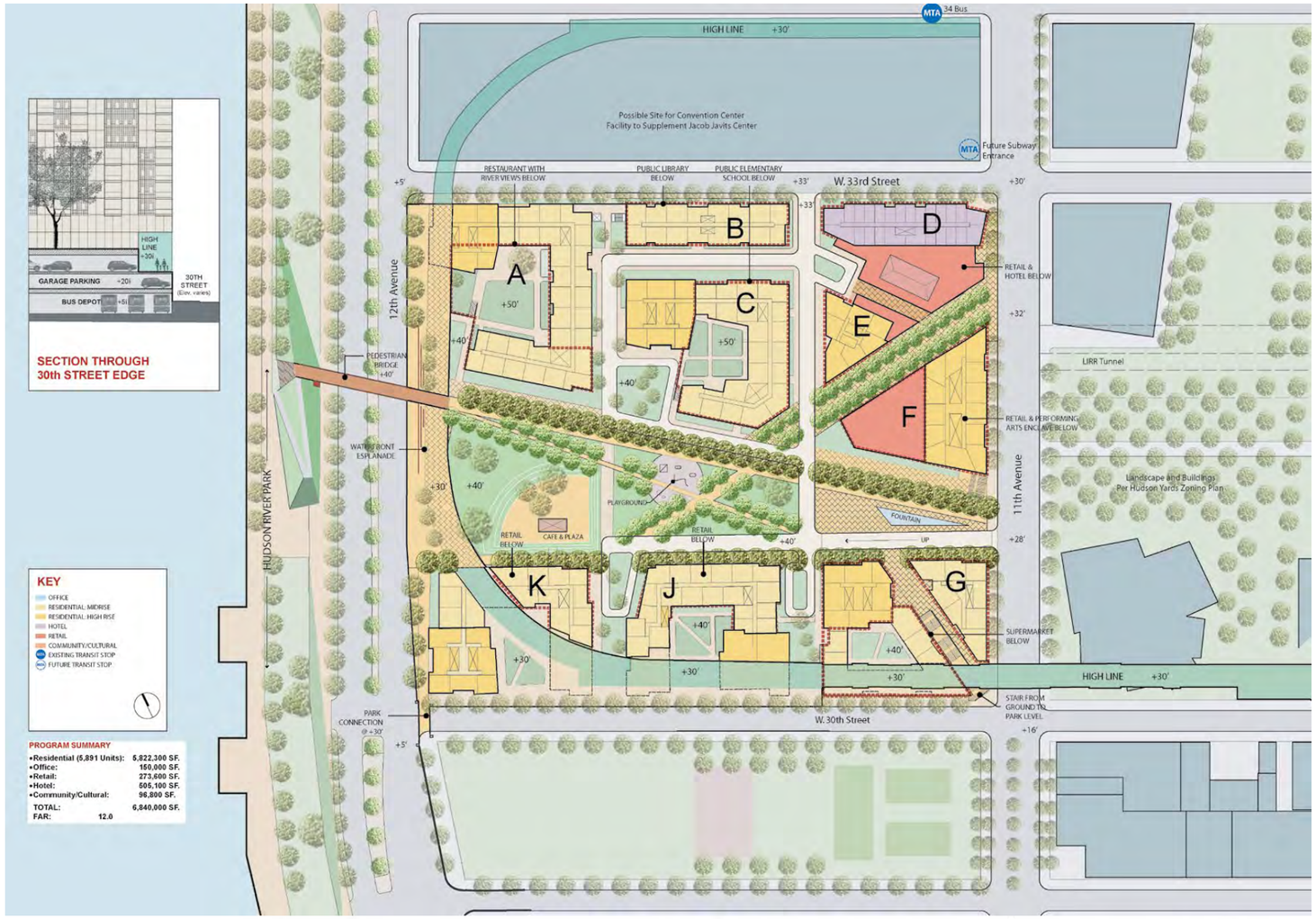
Nashville Civic Design Center staff compiling maps

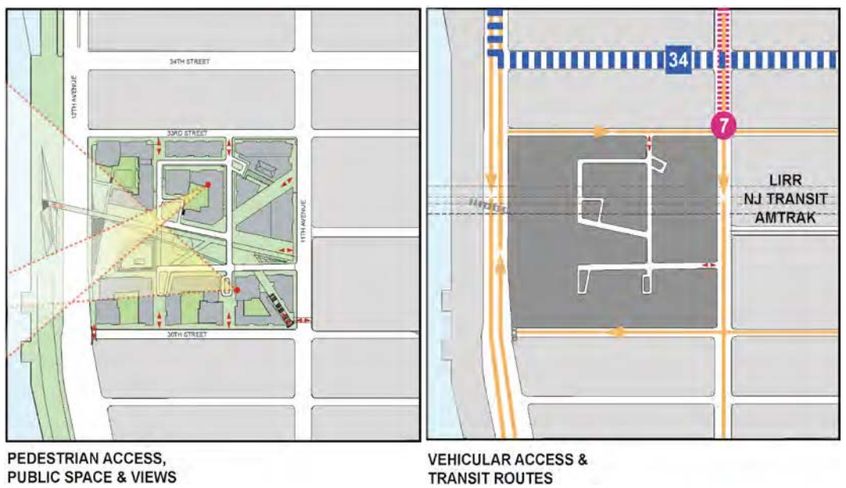

Composite community visions map

West Side Rail Yards Development Proposal
Manhattan, NY
Chan Krieger Sieniewicz 2005




SITE SHOWN IN CONTEXT OF PROPOSED HUDSON YARDS MASTER PLAN



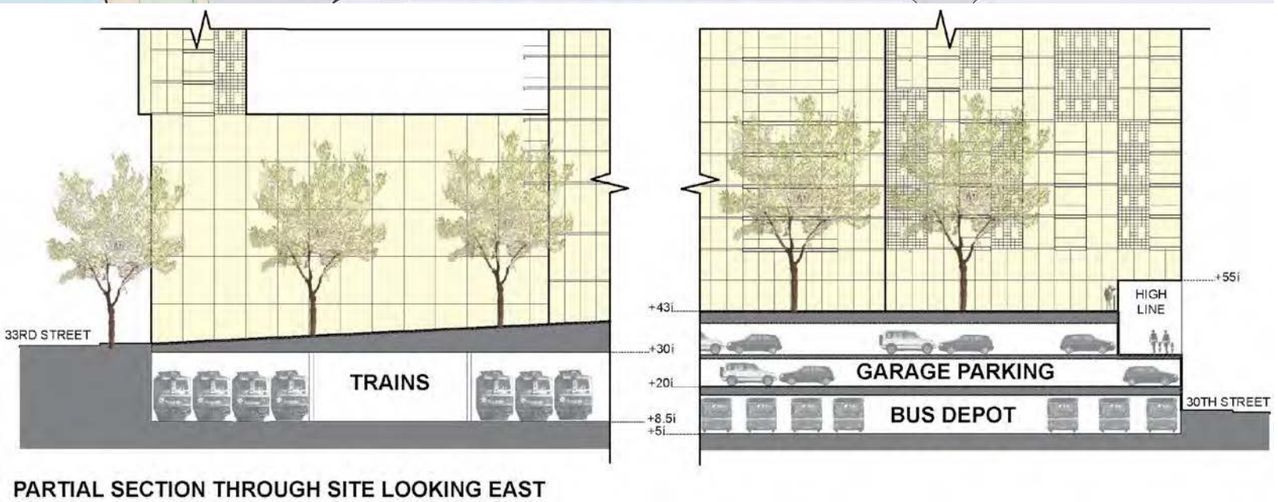




PEDESTRIAN ACCESS, PUBLIC SPACE & VIEWS




VEHICULAR ACCESS & TRANSIT ROUTES

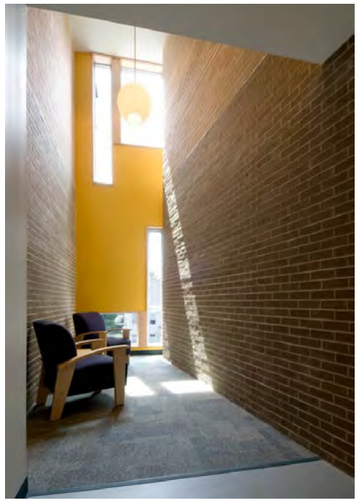
My responsibilities included composing the urban design diagrams, analyzing existing site data and generating site sections from the information, façade design and graphic presentation design. (Rendering produced by consultants.)




PARTIAL SECTION THROUGH SITE LOOKING EAST

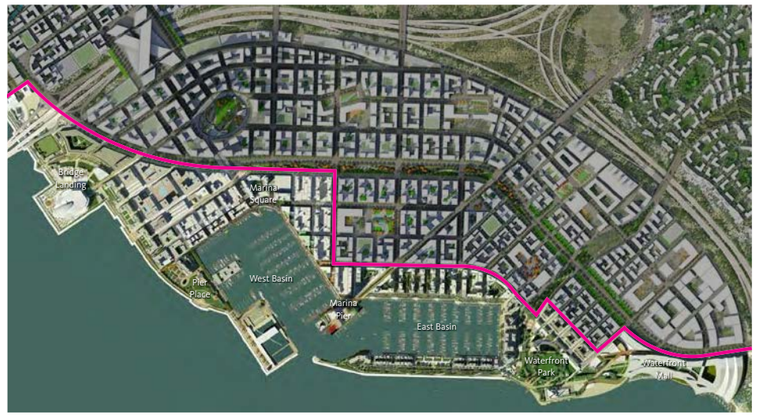
Andrea Gaffney NEIGHBORHOOD & DISTRICT / PROFESSIONAL

Blackstone Residence Hall LEED Silver
Clark University, Worcester, MA
Chan Krieger Sieniewicz 2005-2007
We collaborated with students and faculty to design this new type of residence hall with apartment-style units and group study spaces.

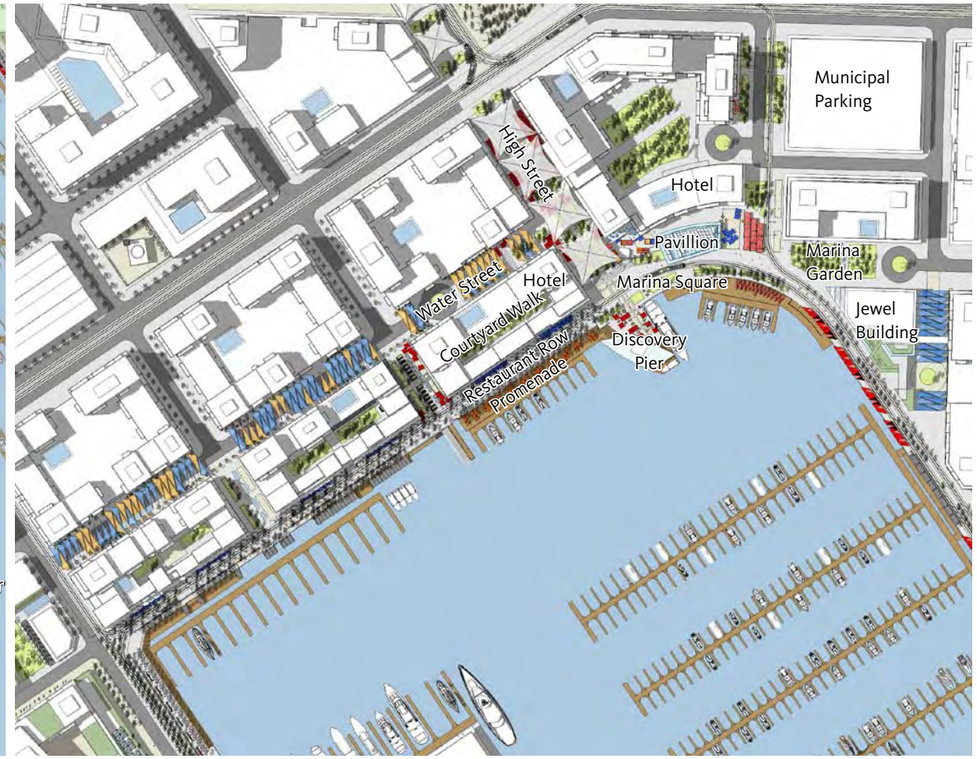



My responsibilities for this 208 bed apartment-style residence hall include: project master planning and building design development from project initiation through construction document completion.

District Open Space Program Planning & Schematic Design
United Arab Emirates
Urban Design Consultant for Project for Public Spaces
Spring 2010







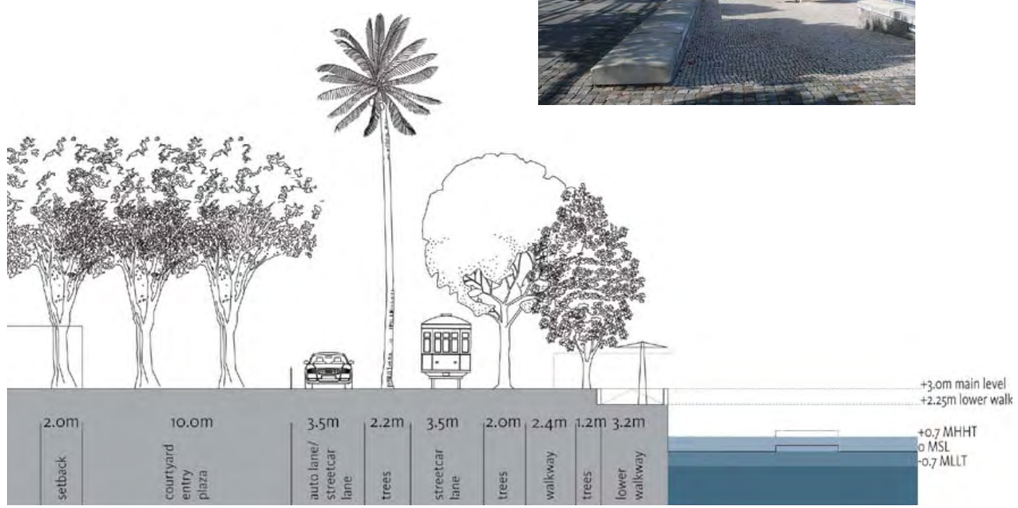




Andrea Gaffney

District Open Space Program Planning & Schematic Design
United Arab Emirates
Urban Design Consultant for Project for Public Spaces
Promenade Design & Rendering Art Direction
Spring 2010




Andrea Gaffney

Waterfront City Design Competition
Beirut, Lebanon
I worked with a group of architects, directing them on the urban form, open space/landscape strategies and sustainable site designs.
Senior Urban Designer at SOM
Fall 2010

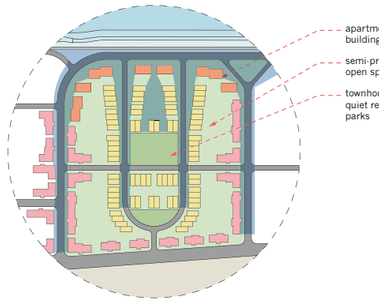


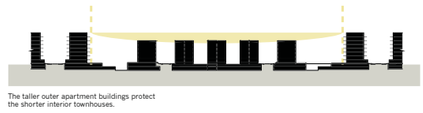


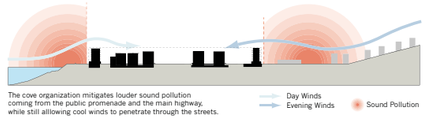


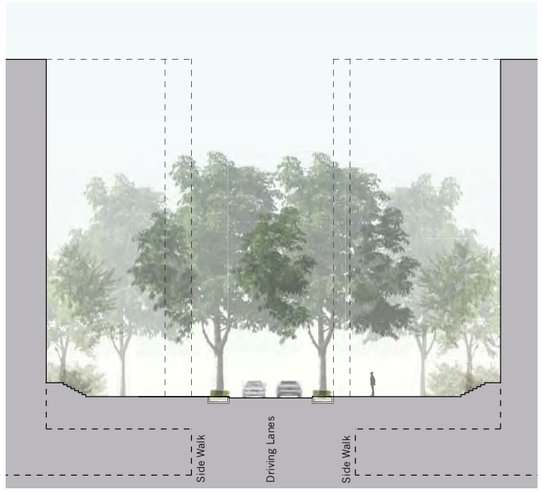

**"Cove" Organization**

Building typologies and open spaces are organized in a manner that creates a concentric system of rings, which moves from more public and loud on the exterior, to more private and quiet on the interior.





The taller outer apartment buildings protect the shorter interior townhouses.





Andrea Gaffney

Waterfront City Design Competition
Beirut, Lebanon
I worked with a group of architects, directing them on the urban form, open space/landscape strategies and sustainable site designs.
Senior Urban Designer at SOM
Fall 2010


Maximum benefits can be created when site and building water harvesting systems are coordinated and combined, where possible. Rainwater harvested from rooftops and plazas filters through planters and drains to a cistern. Grey water from buildings can also be filtered through the same on-site bio-filtration system and stored for reuse. Irrigation and toilet flushing, both non-potable uses, account for a significant amount of water demand. Harvesting water on-site provides multiple benefits, and when coordinated with the landscape and building design, this green infrastructure can enhance the overall value of a development.

Flow-through planters along streets reduce peak flows by holding water. The storm sewer system serves as an overflow.

Runnels channel water across the site and plants filter the water before it enters a cistern for re-use as irrigation or toilet flushing


A bio-swale and a recycled water feature serve as a buffer between semi-public and private open spaces without the use of fences.

Runnels channel water across the site and plants filter the water before it enters a cistern for re-use as irrigation or toilet flushing

Pervious Paving

Drought tolerant planting

Water play

Vertical water runnels

Terraced bio-filter raingarden

Sunken gardens bring light to underground parking

## Site & Building Scale
Recycled Water Systems

Andrea Gaffney

Waterfront City Design Competition
Beirut, Lebanon
I worked with a group of architects, directing them on the urban form, open space landscape strategies and sustainable site designs.
Senior Urban Designer at SOM
Fall 2010


Stormwater systems can be sculptural elements in the public realm.


Rain gardens are designed specifically to hold and filter rainwater, as well as provide other amenities.


Rain gardens can be designed with different aesthetics while perfroming similar functions.

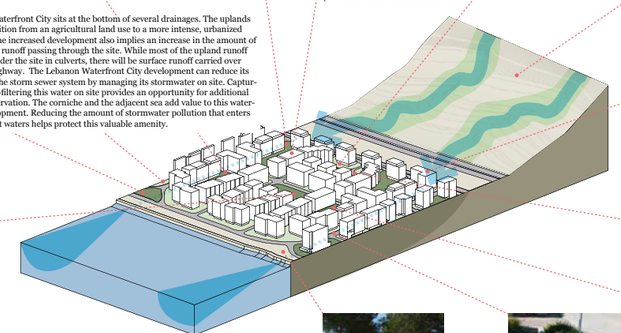

Rooftop and terrace kitchen gardens can be irrigated with harvested rainwater and provides a local food source.


Vegetation intercepts rain and contributes to micro-climate, habitat and aesthetics


Urbanized hills behind Waterfront City

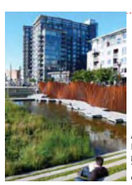

Filtered recycled rainwater is used in this popular interactive water play fountain in a neighborhood park.

Lebanon Waterfront City sits at the bottom of several drainages. The uplands are in transition from an agricultural land use to a more intense, urbanized land use. The increased development also implies an increase in the amount of stormwater runoff passing through the site. While most of the upland runoff will pass under the site in culverts, there will be surface runoff carried over from the highway. The Lebanon Waterfront City development can reduce its impact on the storm sewer system by managing its stormwater on site. Capturing and bio-filtering this water on site provides an opportunity for additional water conservation. The corniche and the adjacent sea add value to this waterfront development. Reducing the amount of stormwater pollution that enters the adjacent waters helps protect this valuable amenity.




Green roofs filter and hold stormwater to reduce peak flows. Combined with rainwater harvesting systems, this water can be recycled for toilet flushing.


Local roads with low auto traffic can be designed with pervious surfaces allowing stormwater to infiltrate on site. Storm water can be stored in cisterns or infiltrate for groundwater recharge.

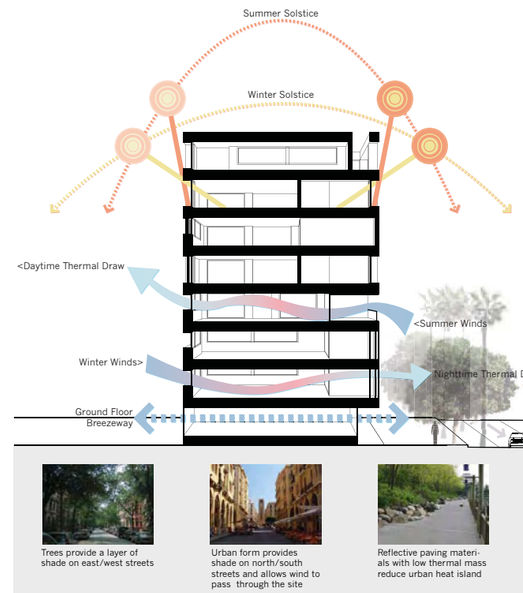

A stormwater storage park in downtown Portland serves as wetland habitat, a view garden and a public park for passive activities. The fluxuating wall is a public art piece which contributes to the identity of the neighborhood.


Permeable paving and generous tree coverage along the waterfront helps intercept stormwater


Flow-through planters along streets reduce peak flows by holding water. The storm sewer system serves as an overflow.


A bio-swale and a recycled water feature serve as a buffer between public and private open spaces without the use of fences.

**Sustainability**
Watershed Scale Systems & Green Infrastructure





Wind tower cooling


Integrated PV (rooftops, shade structures, upper levels of vertical facades)


Solar absorption cooling


Green walls in atriums

**Site Integrated Technologies**

**Passive Wind**
Urban form allows wind to pass through site

**Passive Solar**
Trees and vegetated screens provide shade & reduce urban heat island

**Building Integrated Technologies**

**Passive Wind**
Through-floor unit designs promote natural ventilation reducing energy demands for cooling

**Passive Solar**
Natural daylighting for entire unit
Solar control with shading/skin systems


Trees provide a layer of shade on east/west streets

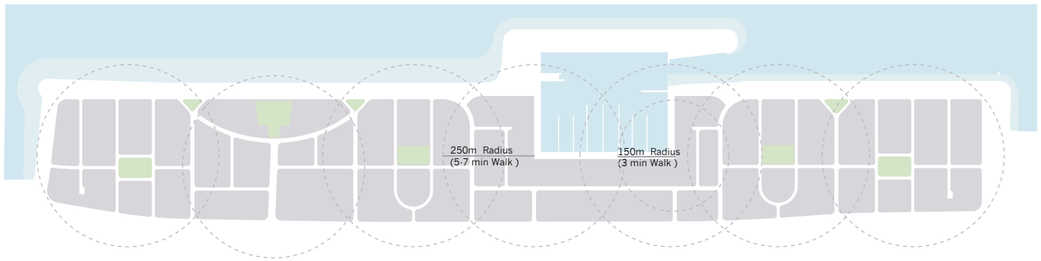

Urban form provides shade on north/south streets and allows wind to pass through the site


Reflective paving materials with low thermal mass reduce urban heat island


Trees and vegetated screens reduce urban heat island & help create microclimates


Small-scale wind turbines power site lighting

**Site & Building Scale**
Sun & Wind Related Energy Efficiency





Beirut
Scale Comparison


Belgravia, London
Precinct Scale Comparison


Sunnyside Gardens, New York
Mid-Block Cut-through Scale Comparison


Park Merced, San Francisco
Garden Style Housing with a Variety of Open Spaces

**Plant Palette**
To reduce irrigation demand, species should be drought-tolerant or require low water in the warmer months. Ground covers and sthrubs used in the water recycling systems should possess bio-filtering qualities. Native species should be used when appropriate as they are most adapted to the climate, otherwise a palette of Mediterranean Climate species should be adapted. Salt-tolerant species should be used in areas subject to sea spray, such as the embankments. Color ranges identify each precinct: reds and purples for the marina waterfront, and yellows and oranges for the adjacent residential precincts. Each street type can be identified by a specific set of trees, creating an urban legibility through streetscape planting. Species diversity will help build a robust urban forest that adds both economic and environmental value.


Vines


Shrubs


Ground Covers


Riparian Trees

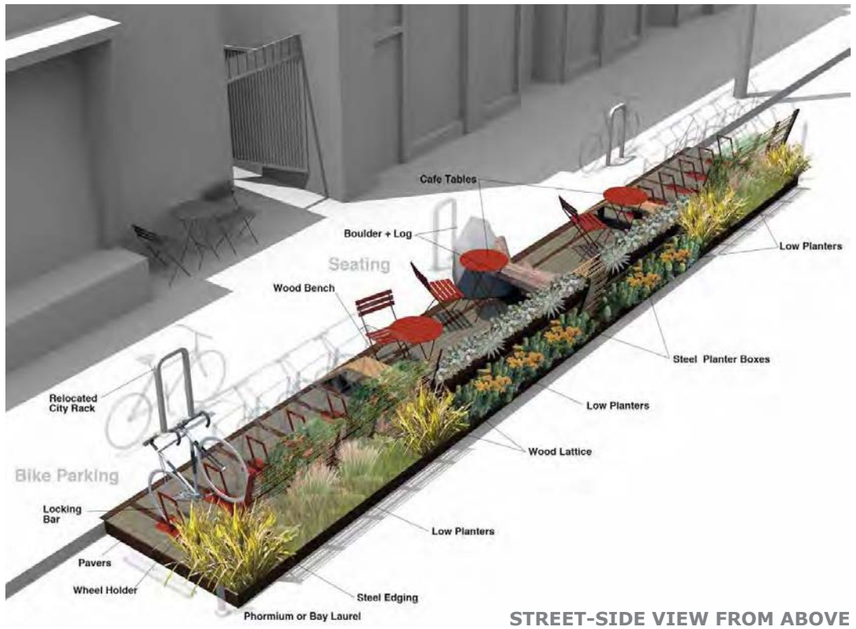

Palms


Street Trees


Ornamental/Character Trees

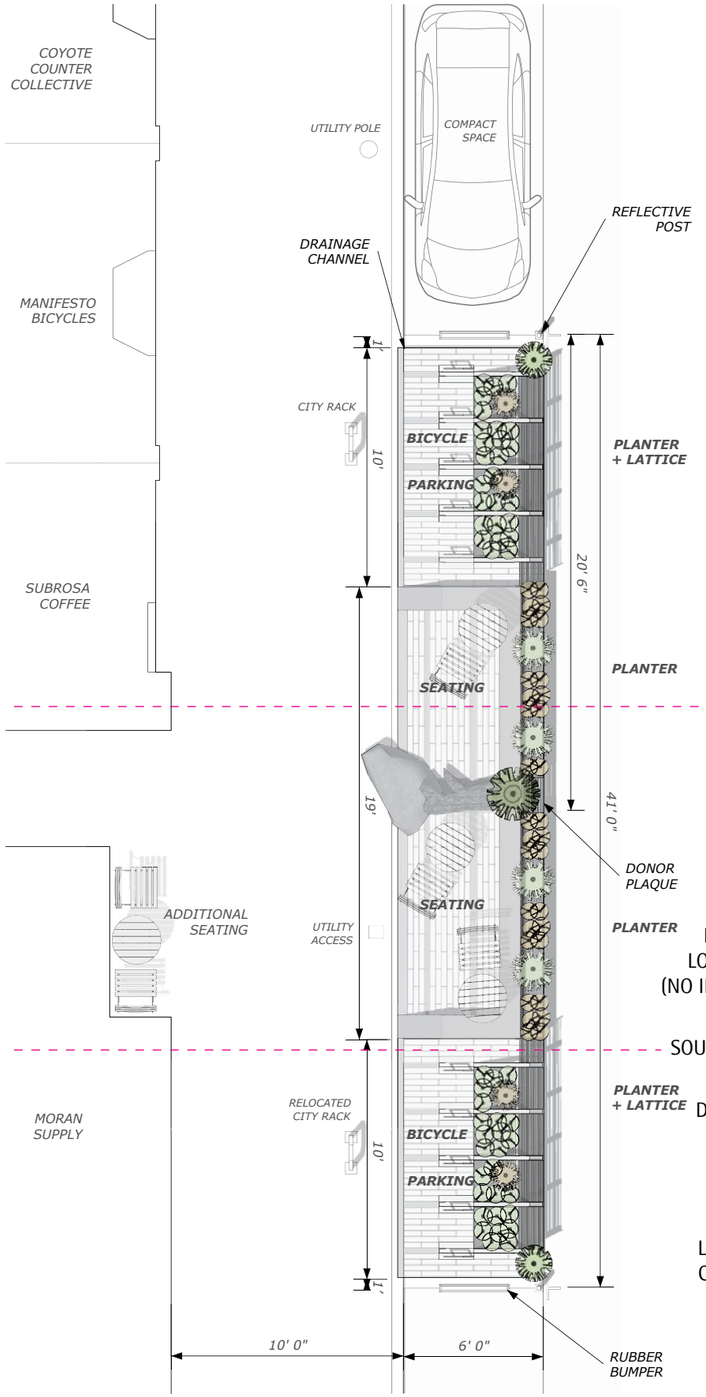
**Overall Site**
Plant Palette

40th Street Parklet - Pro-bono Project
Oakland, California
Manifesto Bicycles and Subrosa Coffee
Designed by Andrea Gaffney and Justin Viglianti  2011-2012
The design emerged from discussions with the business owners, combining sculptural bicycle parking, greenery for the neighborhood and public seating, all of which reflects the businesses' eclectic aesthetic. This was the second parklet built in Oakland.




STREET-SIDE VIEW FROM ABOVE

Andrea Gaffney  PUBLIC PLACES / PROFESSIONAL





CONCEPT RENDERING

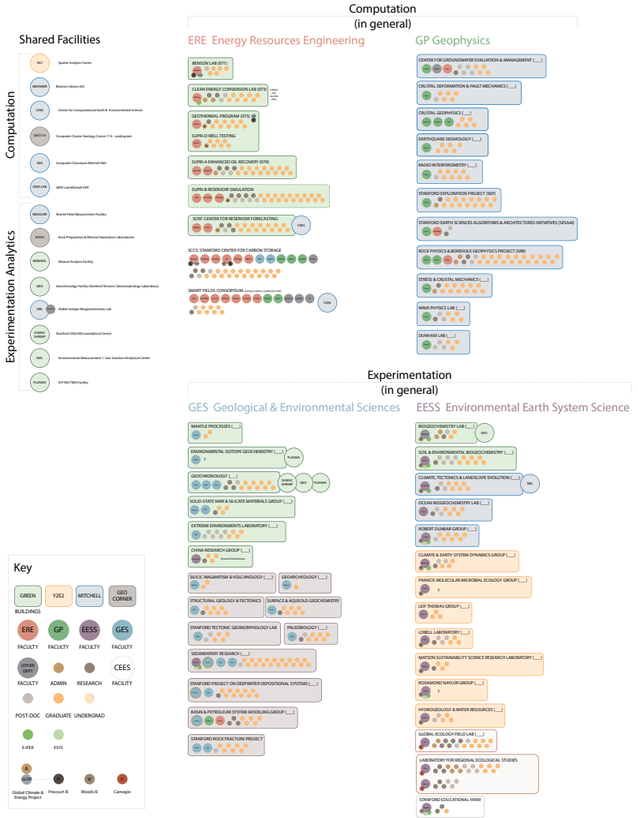

OPENING DAY PHOTOGRAPH


RESOURCE-EFFICIENT MATERIALS

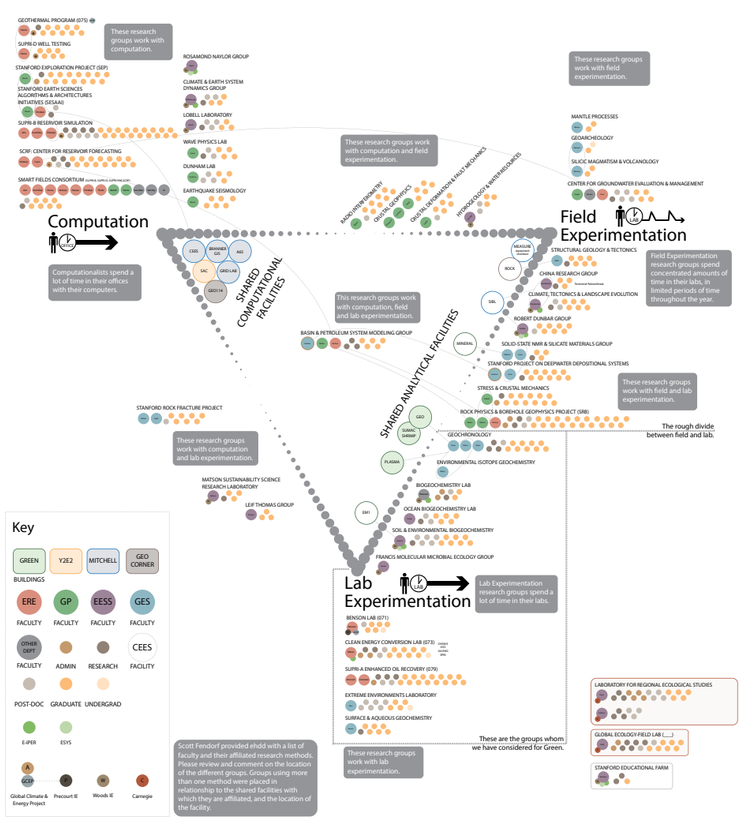
Stanford School of Earth Sciences
Visioning and Master Plan
EHDD 2012

These diagrams represent the programming exercise where we helped the school consider organizational strategies to help them build a more collaborative and efficient school community. We identified the school's existing program, the additional program needed to enhance community and collaboration, factored in long-term growth, and then sorted for desired adjacencies.
These diagrams then informed two different site options on campus.

## MAPPING EXISTING RESEARCH GROUPS



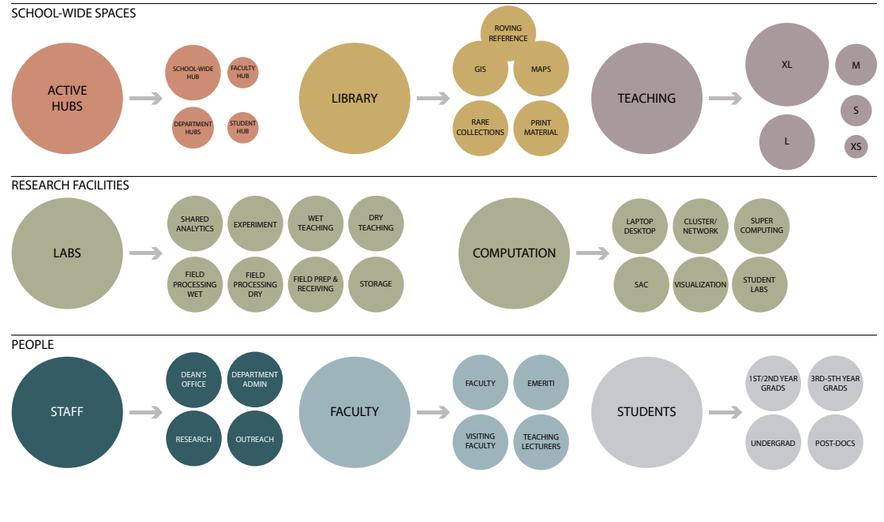

## MAPPING RESEARCH GROUP RELATIONSHIPS BY TYPE




## SPLITTING PROGRAM

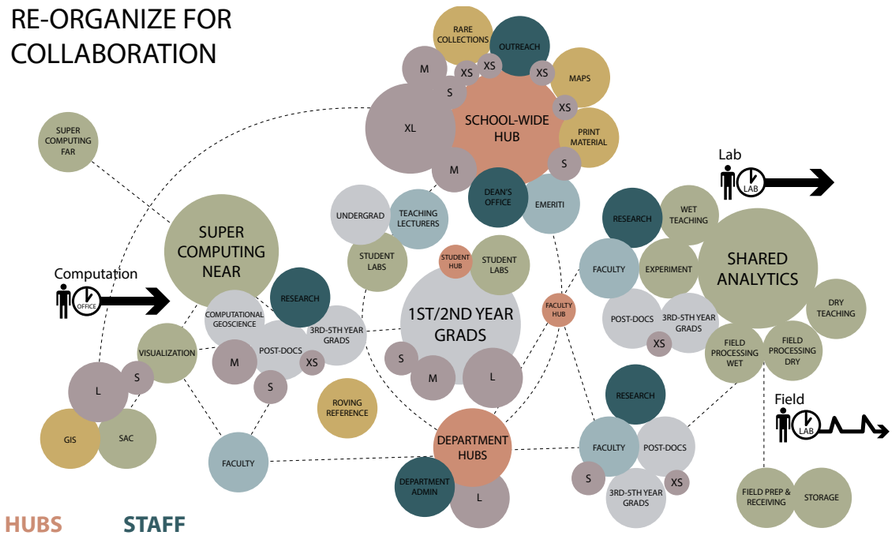
( EXISTING PROGRAM + COLLABORATION SPACE ) * LONG-TERM GROWTH / DESIRED ADJACENCIES = 3-5 OPTIONS

SUSTAINABLE School of Earth Sciences
High Caliber Research
High Quality Teaching
High Performance Collaboration



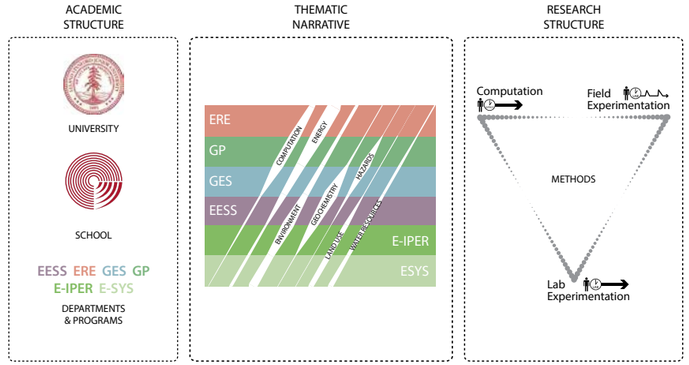

## CLUSTERING NEW PROGRAM

### RE-ORGANIZE FOR COLLABORATION

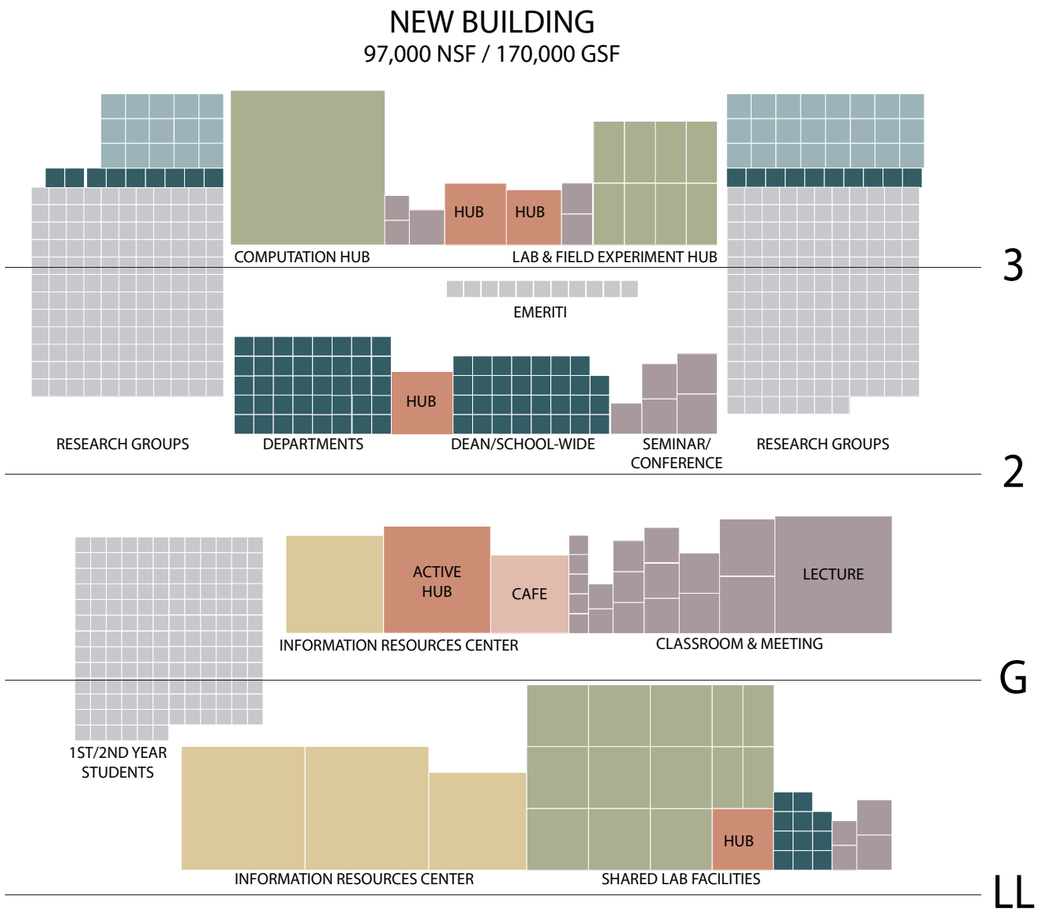


Stanford School of Earth Sciences
Visioning and Master Plan
EHDD 2012

Recognizing different organizational paradigms and the strengths of existing facilities, we proposed different spatial strategies to enhance collaboration and efficiencies. Both site options conceptually reinforced a campus  ecotone, where the new SES quad could serve as a transition zone between the applied and physical sciences, and between the academic and residential campuses at the university. The ecotone concept reinforces the School of Earth Sciences' identity.



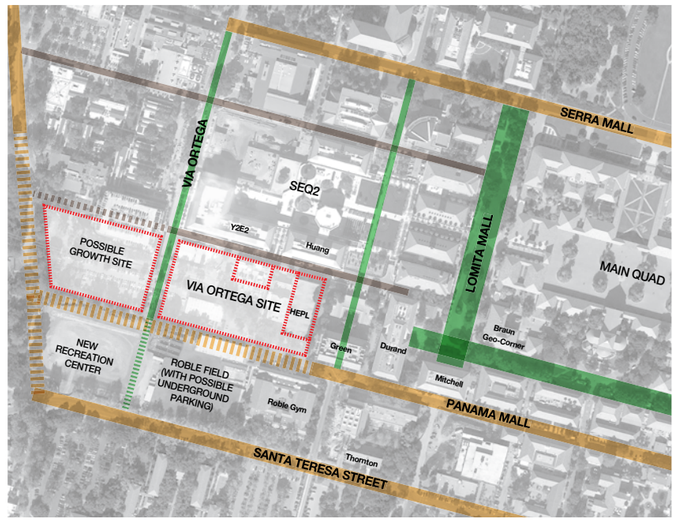

HUBS
INFORMATION
TEACHING
LABS
FACULTY
STAFF
STUDENTS

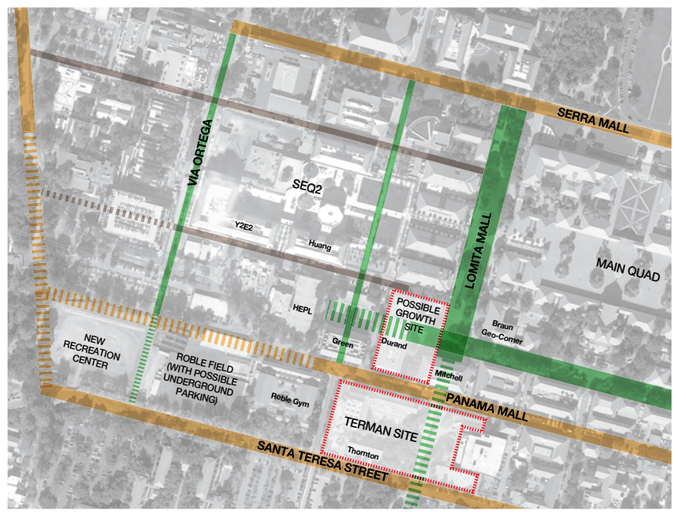



NEW BUILDING PROGRAM BY FLOOR LEVEL


SITE OPTION 1


SITE OPTION 2




Andrea Gaffney  NEIGHBORHOOD & DISTRICT / PROFESSIONAL

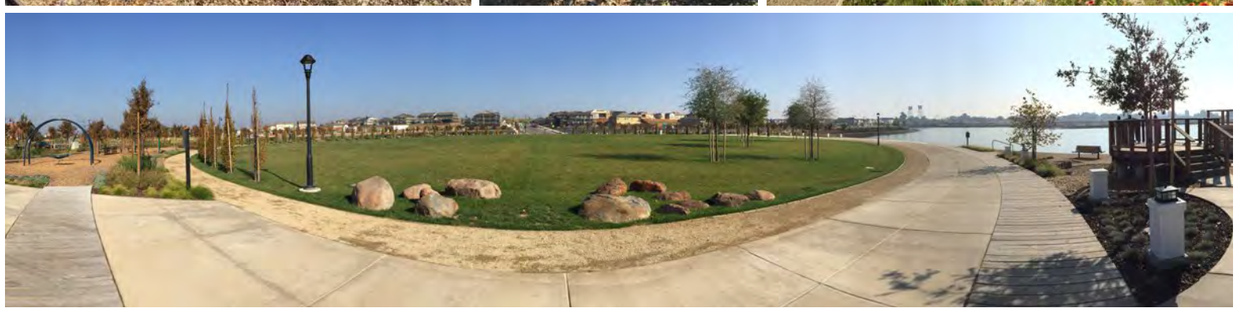
Vega Park & Sunset Point
River Islands Development
SWA 2014

The concept for this 2-acre neighborhood park ringed active play spaces around a flexible central open space. Sunset Point provides additional recreation activities for all ages of the community, and now includes a community center.



The natural wood play equipment by Richter/ Architectural Play Equipment fits perfectly into the simple, rustic character of the park. Other details such as the boardwalk, wood post and rope fencing, as well as the native and climate-appropriate planting palette present a compelling vision of River Islands as a Delta Agrarian Garden.

The current landscape cost estimate for Vega Park and Sunset Point is $3.48M for 5 acres. Completion of construction documents is planned for December.



# Facts

**Project** Eagle Plaza
**Client** Build Public
**Client contact** Michael Yarne & Brooke Ray Smith
**Project Director** John Bela
**Project Manager** Andrea Gaffney
**Project size** 12,000 square feet
**Services** Public Space Design
**Year** 2015
Read more at: www.eagleplaza.org

Preservation and community activists have long sought to commemorate the West SOMA's rich cultural history for the broader benefit of its residents, small businesses, and local and international visitors.

# Vision

1

2

1. Modular hexagon planters with benches offer generous seating areas that contribute to the plaza's geometry and character.

2. Plug-in pole systems with lights can accommodate a shade canopy, hammocks, a movie screen, exercise equipment, play equipment, or can be reconfigured for event fencing.


# Eagle Plaza

## An Urban Oasis

Gehl worked with Build Public to envision a 12,000sf flexible street plaza for San Francisco's West SOMA neighborhood, an important place for the LGTBQ community. The project will convert one block of an existing street into a shared access plaza, creating an imporatant public space in a transitioning area of the city which currently lacks signficant open space.

The proposed street plaza is located adjacent to the SF Eagle Bar, which is an historic cornerstone for San Francisco's leather community, and active community hub. A number of multi-unit residential projects are planned for the area that will also help populate the plaza on a daily basis.

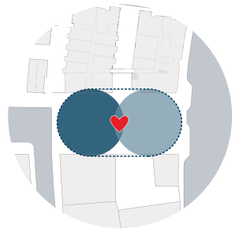
Gehl led a series of workshops with the local community to define the program and character for this new public space, from which a schematic design package was developed for public support and funding approval.

Design elements include modular furniture and planters to create an inviting green oasis, shade, and protection from wind and noise. The mix of fixed and moveable seating and ambient lighting provide for flexible day and night use and support a variety of programming.

Planned events include fitness classes, food trucks, performances, and movie nights. While the design prioritizes pedestrian activity and calms traffic, the plaza will include one lane for local traffic and emergency vehicle access that can be closed for larger events.

A stewardship organization supported by merchants and residents will ensure maintenance and promote a sense of shared ownership.

## Design Drivers



**Two Dynamic Spaces One Big Event Space**

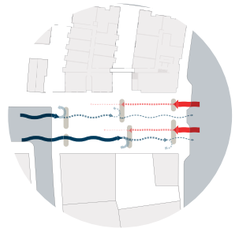
The Plaza provides two distinct spaces — the quiet bosque and the more social/active zone. During an event, the space functions as a dynamic whole

**Green**

The plaza brings more green into the neighborhood

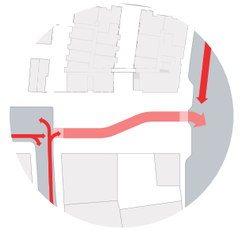
**Sun & Shade**

Given the orientation of the blocks, there is a sunny side and a shady side to the plaza. The design and use of the plaza takes these microclimates into consideration.



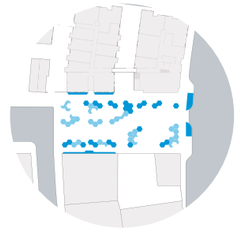
**Wind & Noise Barriers**

The layers of planting provide wind and noise barriers. Garbage blown down the street will likely be caught at the west side of the plaza and will need to be managed.



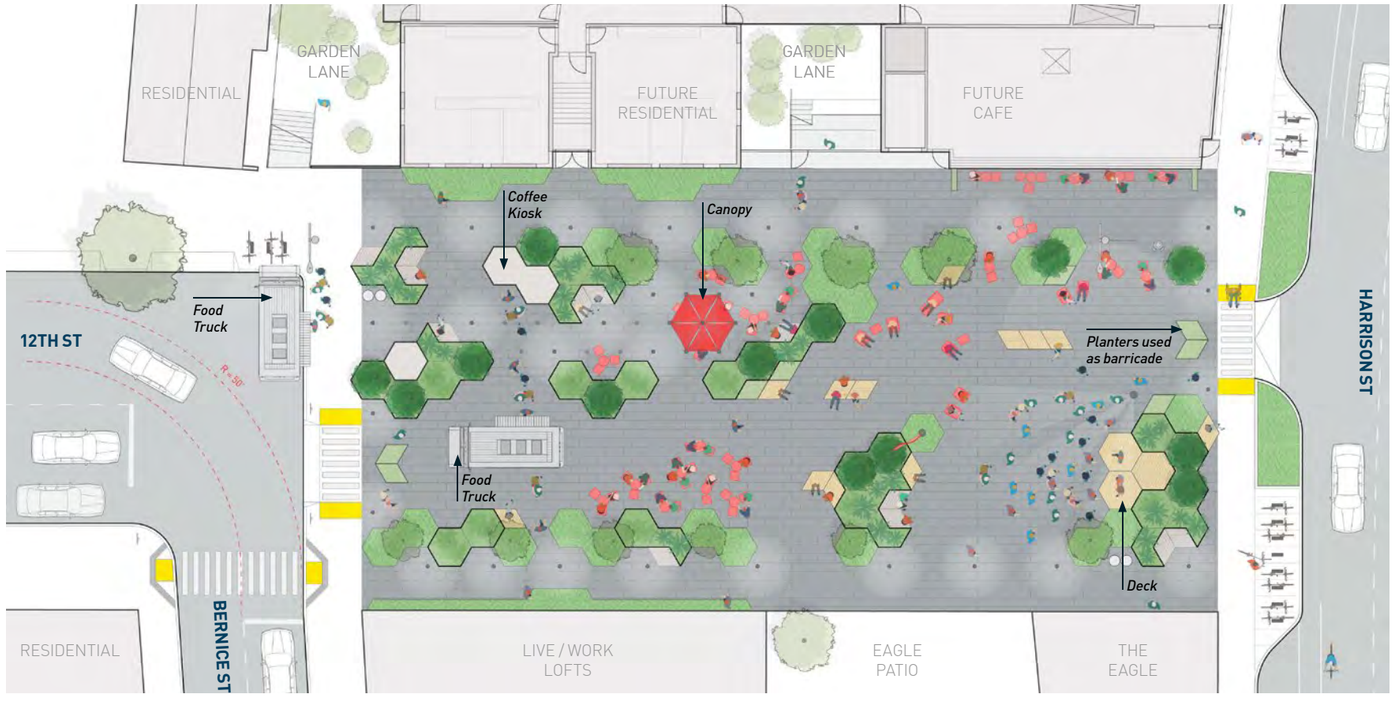
**Traffic Circulation**

Vehicle circulation is limited to one slow lane eastbound that allows for emergency vehicle access.



**Stormwater**

The plaza increases the permeability of the site through planting and manages stormwater with flow-through planters on Harrison Street.




Gehl

Dundas Place Flexible Street Planning & Schematic Design
London, Ontario, Canada
Gehl Studio 2015-16

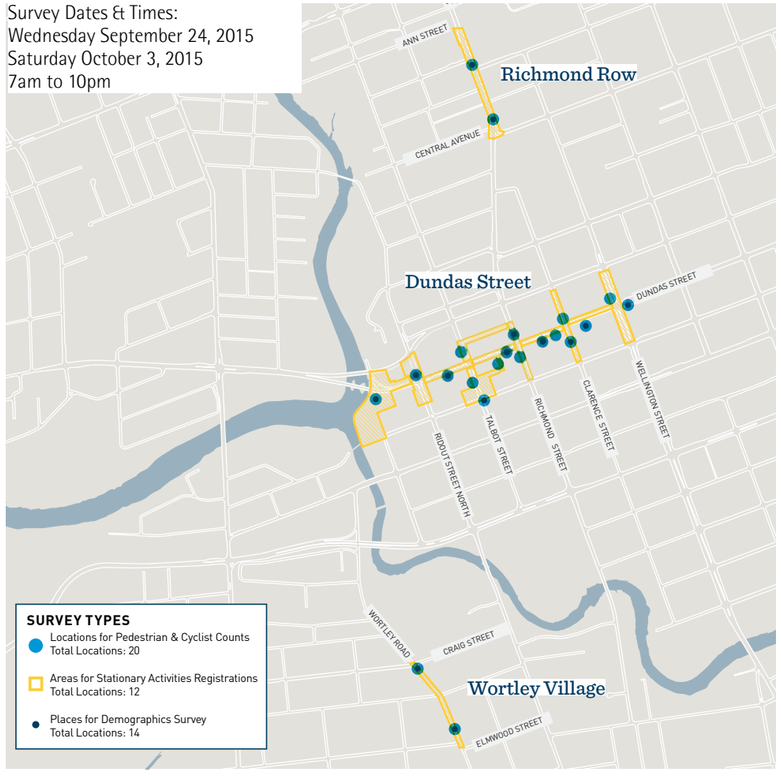
As part of their downtown vision plan, London, Ontario identified the transformation of Dundas Street into a flexible street as their top priority project. Gehl Studio as a sub-consultant to Dillon Engineering led the planning, community outreach, and concept design for the transformation of Dundas Street into Dundas Place.  We employed several outreach techniques including the Favorite Places survey which asks people what is their favorite place in their city, and why. Another aspect of the Favorite Places survey is asking people to comment on precedent images with respect to what they want to see in the project area. In both surveys, we extract qualities and characteristics of the favorite places and use them to develop success criteria for the project.

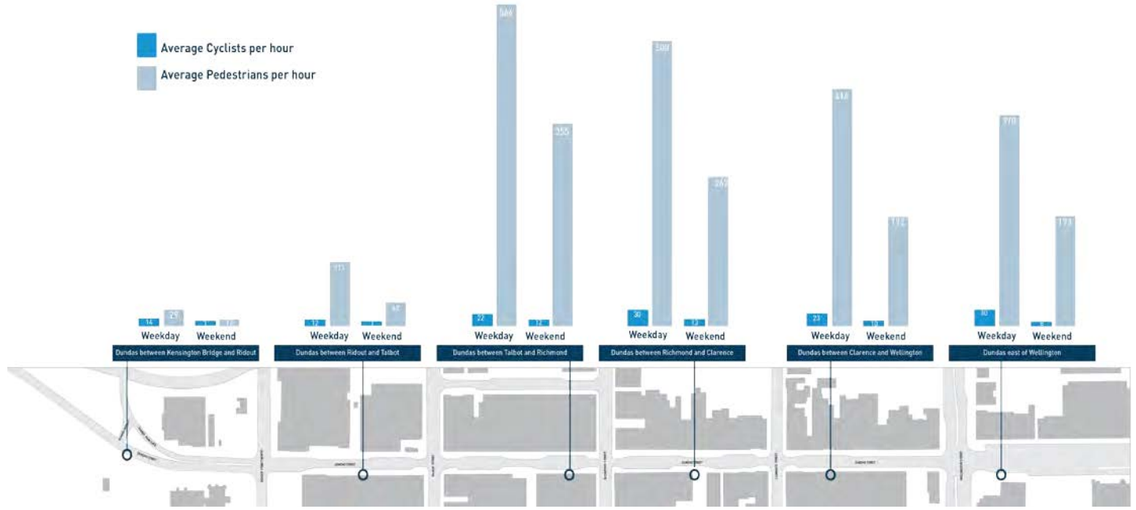
The other significant outreach component comprises the Public Space Public Life Survey which helps us benchmark existing conditions and set quantitative and qualitiative goals to measure future transformations.  We based this analysis on both available data from the City (desktop analysis), as well as observational and intercept survey data collection. Local college students, city employees, and local project consultants participated as surveyors in the data collection, which is a form of consensus building for the project within the local community.

The collected data provides an overview of how Dundas Street currently works for people staying and moving through, and illustrates the use and structure of the public spaces. This information helped focus the recommendations for improving the mobility, public space quality, connectivity, and liveability of the Downtown.

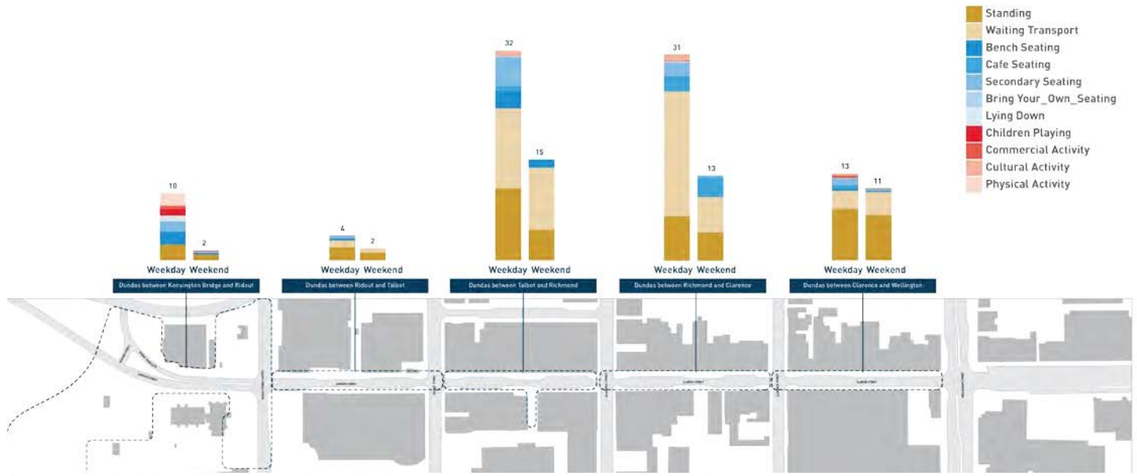
- Pedestrian & Cyclist Counts
- Stationary Activity Counts
- Age & Gender Counts
- Public Space Mapping

Survey Dates & Times:
Wednesday September 24, 2015
Saturday October 3, 2015
7am to 10pm

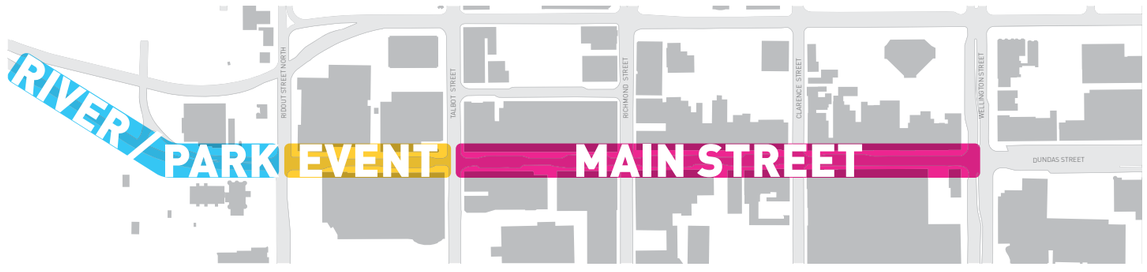



Pedestrian volumes show three distinct character areas that reflect the adjacent land uses. The pedestrian volumes taper dramatically after weekday working hours, indicating this area functions as a financial district more than a neighborhood.




Stationary Activity data shows three distinct character areas with a predominance of people waiting for transit. Noteworthy: There is no public seating on Dundas Street but the informal seating counts indicate a latent desire to sit.



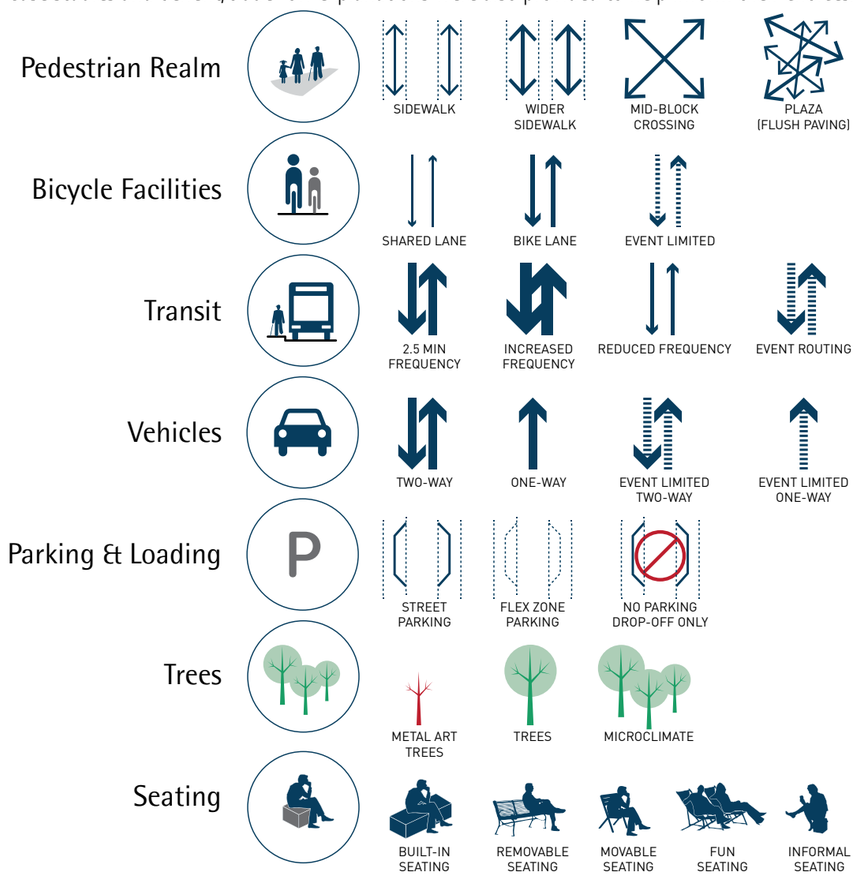

Three character areas emerge along Dundas Street between the Forks of the Thames and Wellington Street. These character areas are reinforced by: Land uses, scale of development, level of pedestrian and cyclist activity, and variety of stationary activities.

Andrea Gaffney  CORRIDOR / PROFESSIONAL

Dundas Place Flexible Street Planning & Schematic Design
London, Ontario, Canada
Gehl Studio 2015-16
Fixed to Flexible Framework for Streetscape Transformation
Recommendations for Streetscape Improvements, Event Programming & Business Opportunities to transform Dundas Street into Dundas Place

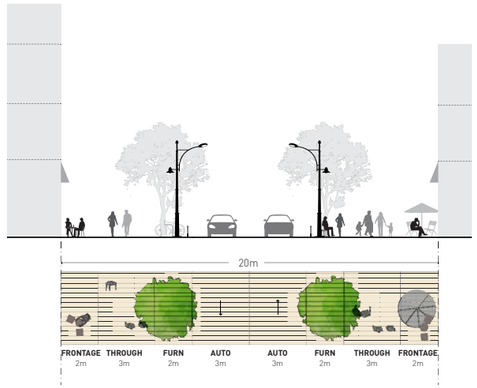
- Gathering Spaces
- Walkable/Bikeable
- Nature in the City
- Café/Patio Seating
- Evening Activities
- Kid & Family-Friendly
- Car-free Events
- Winter/Seasonal Events
- Beauty & Colour
- Design Quality

Using the framework below, stakeholders ranked options for streetscape elements they want for Dundas Place. Case studies and benefit/trade=off explanations were also provided to help inform their choices.

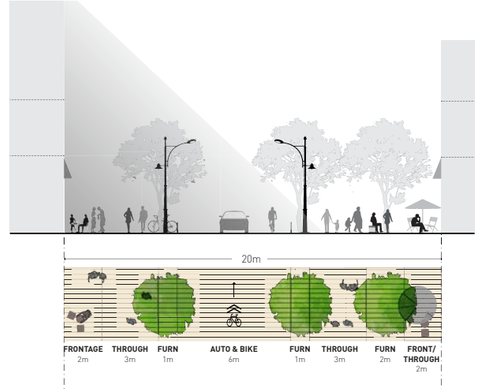



Below are typical design options that reflect the stakeholders' preferred ranking of streetscape elements along Dundas Place

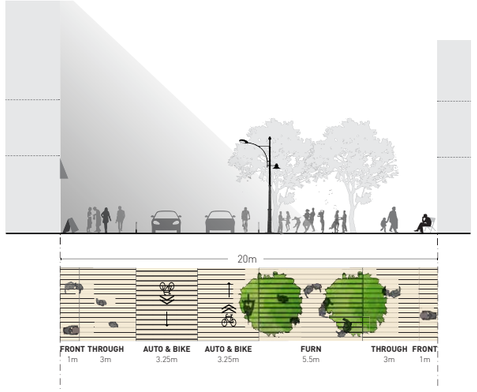
Symmetrical Street




Microclimate Aligned Planting with Through Zone between Trees

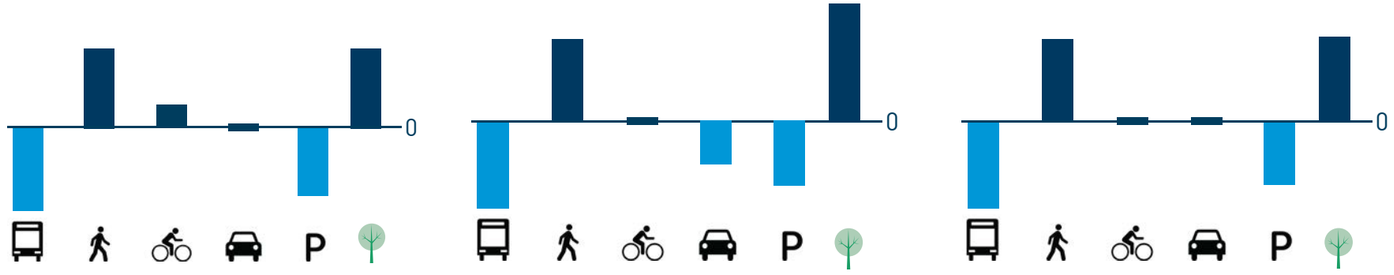



Assymmetrical Planting with Active Furnishing Zone




Streetscape Section with Partial Plan

3-d View of Streetscape Options




Anticipated Impacts to Existing Streetscape Elements

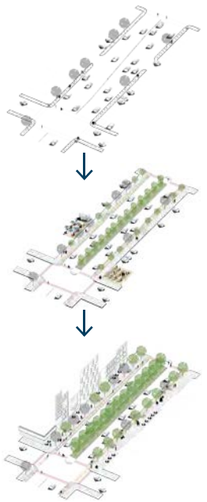
Andrea Gaffney CORRIDOR / PROFESSIONAL

# Facts

**Project** 61 Avenue SW Corridor
**Client** City of Calgary
**Collaborators** Urban Systems
**Project Director** Jeff Risom
**Design Lead** Andrea Gaffney
**Project Manager** Julia DeMartini Day
**Services** Public Life Survey and Streetscape Design
**Year** 2015

Converting 61 Avenue SW into a landmark urban boulevard is the first in many transformations for this part of Calgary, where public infrastructure improvements can catalyze surrounding private development investments.

## Adaptable



The adaptable design allows for an additive structure to address transformation of the public realm and adjacent land use patterns over time.


# Calgary

### Getting Ready for Change

Using observational analysis as well as onsite "listen and learn" sessions, the project aspires to four main design strategies for the public realm: Safe & Secure, Accessible, Enjoyable, and Adaptable.

Accordingly, the design considered the relevant city-wide plans and policies to craft an adaptable street section. The design aims to re-balance the mode split on the street to accomodate one of the highest pedestrian volumes in Calgary, meanhwhile creating opportunities for places to sit and enjoy. By rationalizing curb alignment and creating space for a cycle path and development set back options, the design provides a high quality multi-modal street for today as well as a framework for future placemaking opportunities to evolve on the street over time.

In partnership with the City and Urban Systems, the design team reviewed existing planning documents and concept designs from which recommendations were crafted in the form of several urban boulevard concept designs. The City reviewed the design options and provided direction for a preliminary design package, which included materials and furnishings selections, and a construction cost estimate.

The design team proposed re-naming the street from 61 Avenue SW to Chinook Boulevard, as the street connects the Chinook Transit Station and the Chinook Centre, a major regional shopping mall. The Chinook winds, characteristic of Calgary's climate inspired the paving pattern along the boulevard. The design also considered climate-appropriate planting details for snow and innovative on-site stormwater management strategies.

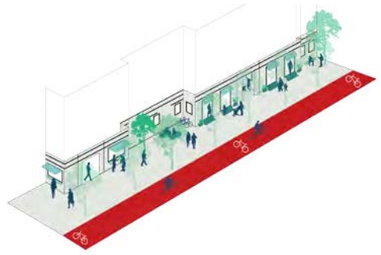

complete streets re-classification

very high pedestrian volumes

Creation of enjoyable, safe and appealing space to create enjoyable, safe, and appealing space

temporary uses to activate parking lot frontages

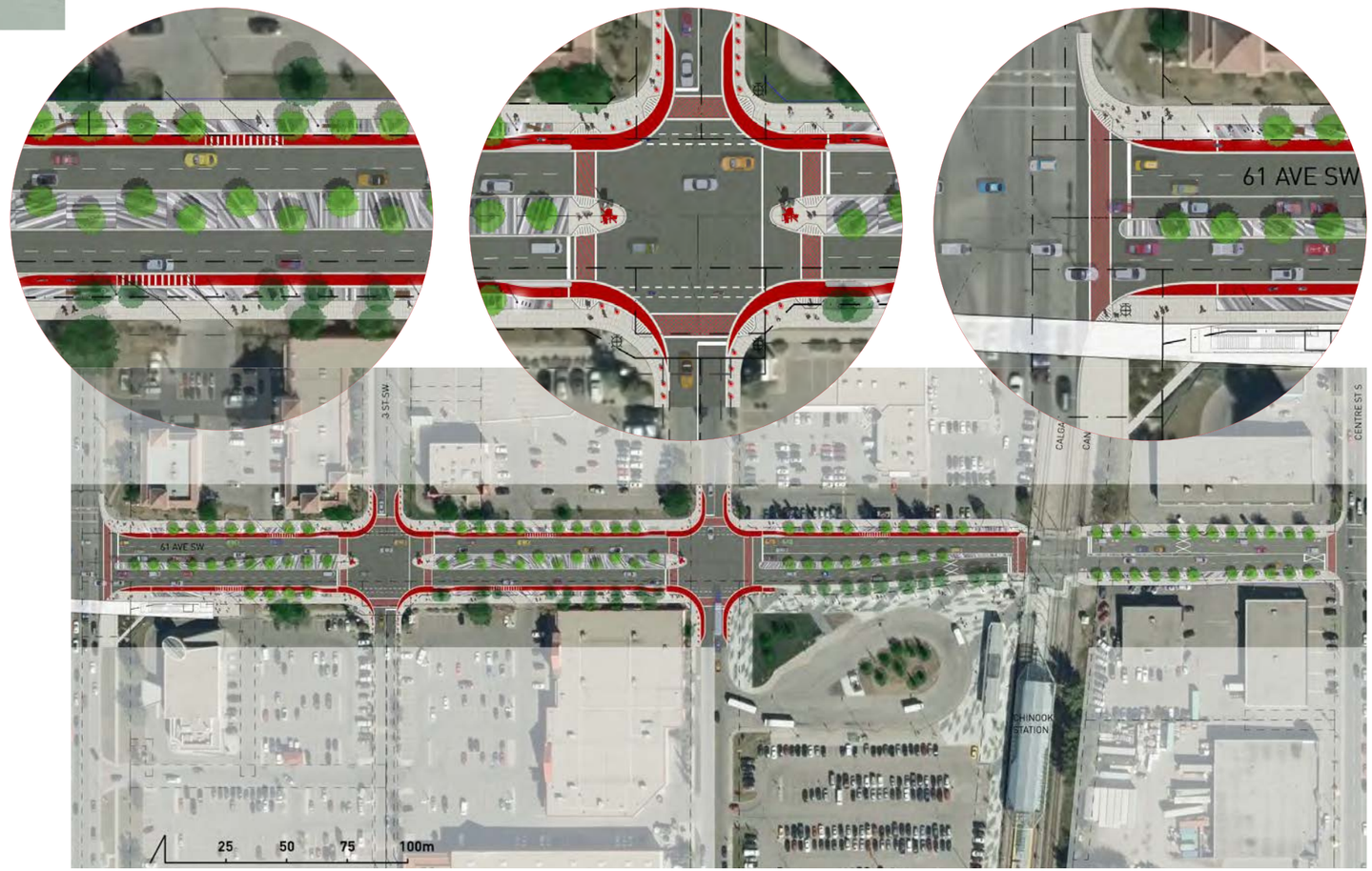
desire for active frontages



economic development

Improved safety for multiple modes of travel

connections to future bicycle corridors



## Facts

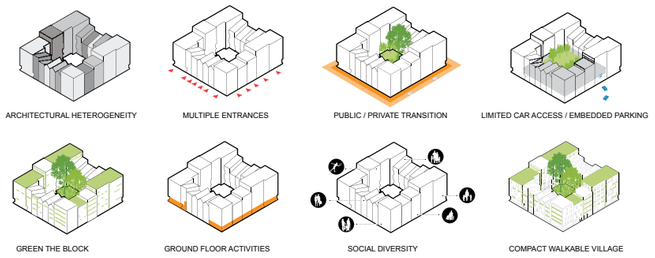
**Project** India Basin Masterplan and Transportation Action Plan
**Client** Build, Inc.
**Client contact** Michael Yarne, michael@buildinc.biz
**Collaborators** SOM, Bionic, Sherwood Design Engineers
**Project Team** David Sim, John Bela, Blaine Merker, Andrea Gaffney
**Project size** District
**Services** Master Planning Framework, Integrated Mobility Strategy, Process Facilitation, Public Space and Street Design, Public Space Public Life Strategy
**Year** 2014 - ongoing

One of the last undeveloped waterfront parcels in San Francisco, the India Basin project will be a complete neighborhood with housing and neighborhood services within a short walking distance, creating a well-connected and resilient community.

## Vision

The district vision includes mixed-use buildings, neighborhood-serving retail, and robust streetscapes to accomodate all mobilitytypes.

**Master Planning Framework**
Creating a complete waterfront community




Design Drivers: Build a compact village and humanize the block to create an active neighborhood.

# India Basin

### Building a Complete Neighborhood

The India Basin Project is an innovative public-private partnership between Build Inc., a private San Francisco developer, the City & County of San Francisco, and several non-profits, to transform 27 acres of vacant shoreline located in the southeast corner of San Francisco into a dynamic mixed-use urban village and a waterfront park.

At build-out, the urban village will contain up to 1166 housing units, 500,000 square feet of neighborhood serving retail and commercial space, a community market pavilion, a new charter school, and artist live/work studios. These features will be distributed across a mix of 3- to 6-story buildings clustered around a fine-grain network of "shared streets," pedestrian-only laneways, public streets and traffic-separated bike paths.

Gehl Studio is part of team including SOM, Bionic and Sherwood Design Engineers. Gehl leads the urban design framework to createa high quality public realm. The public realm includes small squares in the heart of the urban village and larger scale waterfront terraces and boardwalks along the edge of the Great Park. The urban village includes a diverse range of housing type from walkup townhomes lining a constructed wetland canal to efficient condominium and apartment-style buildings fronting a central public square.

Gehl also led a coordinated India Basin Transportation Action Plan, a comprehensive vision for streetscape and mobility improvements. The planned street sections realign the bicycle network and improve pedestrian and transit connectivity between India Basin and surrounding neighborhoods. New design recommendations include a continuous Bay Trail, a robust bicycle network, ample bike parking, and bike share facilities near transit.

Gehl

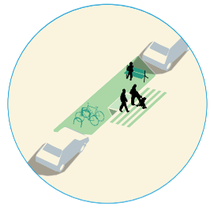


## Facts

**Project** India Basin Transportation Action Plan
**Client** Build, Inc.
**Client contact** Michael Yarne
**Project Team** Jeff Risom, John Bela, Blaine Merker, Andrea Gaffney
**Project size** District
**Services** Integrated Mobility Stragies
**Budget** 150,000 USD
**Year** 2015

Substantial growth is anticipated in the broader South Eastern/ Southern Bayfront area of San Francisco, including the Hunters Point Shipyard and India Basin. Accommodating this growth calls for timely improvements that will ensure safe and sustainable transportation options.

## Vision



Recommendations include a two-way cycle track, tree plantings that will create an iconic landscape, and mid-block crossings.


**Integrated Mobility Plan**
making connections for a growing community

# India Basin Transportation Action Plan

### Designing for mobility and an inviting public realm

The Action Plan is a comprehensive vision for streetscape and mobility improvements for the India Basin transportation corridor in this growing region of San Francisco's Southeast waterfront.
The Action Plan synthesized over 10 years and thousands of hours of community participation and planning efforts for mobility and streetscape improvements in India Basin. Included in this data was information that Gehl gathered through a Public Space Public Life survey. Through observations and interviews, we documented how people spend time in and move through the neighborhood.

Gehl revised planned street sections including the re-alignment of the bicycle network to improve pedestrian, bicycle and transit connectivity and function within the Basin.

Recommended improvements to the bicycle network included:

- Building a continuous Bay Trail
- Create a continuous, robust bicycle network
- Improve Cargo Way cycle track
- Provide ample bicycle parking near activities and uses
- Provide bike share facilities near transit connections and other active areas

In addition to design and planning recommendations, Gehl coordinated the on-going funding and implementation of several long-planned transportation and streetscape improvements with the goal of building great streets, improving mobility, and avoiding redundancies in streetscape and transportation improvements.

Gehl