Neighborhood Commercial

Street Row: 64'-80'

Main Design Treatments

Traffic Calming

Corner Bulbouts
- Reduce crossing distance for pedestrians, create entrances to residential areas, and slow down cars.

Midblock Bulbouts
- Help widen sidewalks, allowing additional space for seating and socializing.

High Visibility Crosswalks
- Marked with parallel stripes to ensure good visibility of pedestrians for cars.

Special Paving on Crosswalks
- Highlights crossings, making them more visible to cars.

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Special Paving on Crosswalks highlights crossings, making them more visible to cars.

Street Furnishing

Pedestrian Lighting
- Along commercial uses, creates active and lively retail districts, promotes evening strolling, and socializing.

Flexible Use of Parking Lane
- In neighborhood commercial streets, with narrow sidewalks, can convert parking lanes into additional uses such as cafe seating or bike parking.

New Public Spaces

Gateways
- Can be created with minimal investment by the reuse of the right-of-way or excess and can function as entrance gateways to the neighborhood.

Street Furniture
- Creates additional space for seating and socializing.

Other Design Treatments

Corner Bulbouts
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Flexible Use of Parking Lane
- In neighborhood commercial streets, with narrow sidewalks, can convert parking lanes into additional uses such as cafe seating or bike parking.

New Public Spaces
- Gateways, created with minimal investment, can function as entrance gateways to the neighborhood.

Traffic Calming

1. Are there locations on local commercial streets where sidewalks are too narrow or crowded?
2. What do you think of a weekly outdoor market on Bartlett at 22nd street? Are there any other locations that could accommodate an outdoor market?
3. Other comments or feedback?
Neighborhood Residential

Street Row: 25’-60’

Main Design Treatments

Traffic Calming

Corner or Mid-Block Bulbouts
Create pedestrian windbreaks and slow cars down while defining edges of sidewalks such as seating and landscaping.

Traffic Circles
Can effectively calm traffic and create defined areas to reverse effective traffic calming devices. Traditional roundabouts and high visibility ramps and trees in parking lanes.

Median Island
Median islands slow down traffic, create an entrance to residential areas, offer opportunities for decorative treatment and landscaping.

Midblock Crosswalks
Improve pedestrian convenience on long blocks, are an effective traffic calming device. Treatments may include low-height curbs, high visibility ramps and trees in parking lanes.

Chicanes
Slow down cars by forcing them to lift or shift. These treatments become opportunities for decorative landscaping by improving the aesthetics of the street.

Perpendicular Parking
Perpendicular or angled parking lots provide additional parking spaces while preserving the vehicle lane widths. If this solution is considered, there is an opportunity to create significant public spaces by adding curb extensions.

Green

Trees
Trees in the parking lane increase greening and create a visual continuity in streets where trees cannot be planted along sidewalks due to utilities along the curb.

Permeable Driveways
Permeable paving allows stormwater to flow between pavers. Permeable systems provide ecological and aesthetic benefits, providing interesting textures in the streetscape.

Sidewalk Pocket Parks
Pocket parks in key locations along the residential street can become gathering spots and offer opportunities for community management of stormwater management and maintenance of stormwater.

Gateway Plazas
New plazas can be created with minimal investment by the reuse of the right-of-way in excess and can function as entrance gateways to the neighborhood.

Wide Residential Streets

Wide Residential

Bryant - 82.5''
Folsom - 82.5''
Harrison - 82.5''

Center Medians
Work well at 6 to 9 lane environments, providing buffer strip between citizens and vehicle traffic.

Neighborhood Residential streets are quieter and generally carry low traffic volumes and speeds. Less congested in nature, they have great potential to support social life of a neighborhood.

In the Mission neighborhood residential streets often have overly wide lanes which can be narrowed to provide space for pocket gathering areas. Main improvements should focus on slowing traffic, providing usable space and amenities, and creating ownership of the streetscape through gardens and planted areas across building entrances.

Capp Street at 15th

Shotwell Street at 17th

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Residential throughways have high levels of fast-moving traffic with residential land uses. As such, they are not specifically designed to serve residential uses, and can be unpleasant to walk or live along. In the Mission neighborhood streetscape improvements along throughways should focus on buffering the sidewalk and adjacent homes from vehicles passing in the street and providing a generous, usable public realm through landscaping, curb extensions, or widened sidewalks where roadway space allows.

Commercial throughways move significant volumes of people across town in a variety of travel modes and attract them to shop, eat, and explore from across the city. In the Mission District commercial throughways have all been identified as Rapid Transit corridors. Commercial throughways therefore should have a comfortable pedestrian realm supportive of transit with significant pedestrian amenities and public spaces.

YOUR COMMENTS AND FEEDBACK

1. If you could re-imagine these residential throughway streets (Guerrero and South Van Ness), what changes would you make?

2. On Mission street, how should streetscape elements such as sidewalk pavement, lighting, seating and bus shelters contribute to the street identity?

3. Other comments/feedback?
Industrial mixed-use streets serve a variety of low-intensity industrial uses, as well as a growing number of residences, shops, and services. Their use and character are in a state of constant change, and streets must reflect this changing character and serve a variety of needs.

The Mission District’s mixed-use streets are concentrated in the unique Northeast portion of the neighborhood, where light industrial, housing and retail mix, often on the same block. This fine-grain mixing of uses, coupled with industrial-scale architecture and the historic presence of artists in the area, provide an opportunity for unique streetscapes that reflect the distinctive nature of this area. Targeted pedestrian amenities and safety features such as lighting can be utilized to provide safe access to transit and other destinations, while planted areas and permeable materials should be used to sustainably manage stormwater and pollution.

**Main Design Treatments**

**LIST OF STREETS**

| MIXED PORTIONS OF: | FLORIDA | ALABAMA | YORK | HAMPSHIRE | JAY | HARRISON | HARRISON | TREAT | 16TH | 17TH | 18TH | 19TH | 20TH |
|-------------------|---------|---------|------|-----------|-----|----------|----------|-------|------|------|------|------|------|------|

**TRAFFIC CALMING**

- **MIDBLOCK BULBOUTS**
  - Strengthened sidewalk use by connecting additional sidewalk, sidewalks or seating in front of specific locations.

**PERPENDICULAR PARKING**

- Permeable or angled parking lanes provide additional parking spaces while narrowing the road. Where this parking solution is considered, it is important to create significant public spaces by setting curb extensions.

**GREEN**

- **MEDIAN ISLAND**
  - Median islands slow down car traffic, create an entrance to a residential area and add stormwater treatment and landscaping.

- **PERMEABLE DRIVEWAYS**
  - Permeable paving allows stormwater to flow between pavers, providing ecological and aesthetic benefits, promoting health in the streetscape.

**STORMWATER FEATURES**

- Stormwater features from light industrial uses and retail provide art and stormwater treatment and landscaping.

**GATEWAY PLAZAS**

- New plazas can be created with minimal investment by the reuse of the right-of-way, and can function as entrance gateways to the neighborhood.

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**FLEXIBLE USE OF PARKING LANE**

- In mixed-use neighborhoods parking lanes can be generated or expanded to expand uses such as cafe seating or bike parking.

**STREETSCAPE ART**

- Custom-made amenities can define a new identity for the North East Mission district and can be used as way to engage the diverse art communities that currently live and work in the area.

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**NEW PUBLIC SPACES**

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**PEDESTRIAN LIGHTING**

- In mixed-use districts pedestrian safety and use can help activate the sidewalks at specific locations.

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Alleys are small-scale streets that typically carry low number of vehicles and are used mostly for local access only. Alleys should support primarily pedestrian circulation, they should be made pleasant by greening and art installations and safe by good maintenance.

In the Mission District, a rich network of alleys connects the northern part of the district to the southern part. This pedestrian network has great potential to become a strong alternative to more crowded type of streets, a way to circulate and explore the neighborhood at a slower, pedestrian pace.

**LIST OF STREETS**

- AMES -15'
- BALMY -20'
- CALIFORNIA -15'
- CLARION -12'
- CYRESS -15'
- LILAC -15'
- LUCO -20'
- ORANGE -15'
- OSAGE -15'
- POPULAR -15'
- QUANE -15'
- RAMONA -16'
- VIRGIL -15'
- WESB -16'
- WOODWARD -15'
- 30TH -20'

**TRAFFIC CALMING**

**CORNER BULBOUTS**
Create pedestrian entrances and slow vehicles. In selected alleys, corner bulbouts are one-sided and mark the corner for on-street parking. Use one-way signs to direct traffic in separate directions.

**RAISED CROSSING AT ENTRANCE**
These are traffic calming and a gateway function, leading drivers to the alley. They are entering a special residential street.

**SHARED SURFACE**
A shared street transforms an alley into a place by giving priority to pedestrians. Permeable pavers can also help to efficiently manage stormwater runoff.

**GREEN**

**TREES**
Trees in the parking lane increase greening, slow cars down, and help create pedestrian-only zones at specific locations.

**PLANTED AREAS AND EDGES**
Help green and control stormwater runoff.

**STREETSCAPE FURNISHING AND ART**

**ART**
Murals and other public art are an integral part of Mission Street design. Alleys like Clarion or Balmy offer great opportunities to integrate public art in the community fabric and the everyday life of the neighborhood.

**PAVEMENT LIGHTING**
Less is more as public art and light fixtures compete for attention. Use one-way signs to direct traffic in separate directions.

**YOUR COMMENTS AND FEEDBACK**