MEETING AGENDA

• Presentation
  • Draft Vision
  • Draft Street Design Policies
  • Draft Street Design Toolkit
  • Next Steps

• Small Group Exercises
  • Vision
  • Street Design Policies
  • Street Design Toolkit
STREET DESIGN TOOLKIT OVERVIEW OF MATERIALS

- DESIGN TOOLKIT PACKETS
- COMMENT CARD AND MAP
The Mission Streetscape Plan will create an actionable plan for street improvements, based on community needs and priorities, that support a diverse, active and healthy community.
VISION

Photo courtesy of Flickr
by krisy_kwan
We asked two questions during Workshop One:

- What is your vision for streets in the Mission District?
- What are your favorite and least favorite places and why?
Participants identified a vision for Mission District streets that:

- Prioritize walking, bicycling and transit
- Incorporate more greenery
- Feel safer
- Are cleaner
- Provide more gathering spaces, including spaces for families
- Encourage calmer, slower traffic
- Have wider sidewalks
- Design alleys as pedestrian priority streets and gathering spaces
- Provide benches/more places to sit
- Incorporate public art
The top five favorite streets were:
- Shotwell Street
- Valencia Street
- Dolores Street
- Mission District Alleys
- 24th Street

The characteristics of favorite places were:
- Trees and greenery, including gardens
- High pedestrian activity
- Café seating and other sidewalk uses
- Ease of bicycle travel and walking
- Good pedestrian lighting
WHAT WE HEARD: LEAST FAVORITE PLACES

- The 5 least favorite streets were:
  - Mission Street
  - Cesar Chavez Street
  - 16th Street BART station
  - 16th Street
  - Guerrero Street

- The characteristics of least favorite places were:
  - Poorly maintained, dirty
  - Feels unsafe
  - Lack of trees
  - Fast-moving, dangerous traffic
  - Difficult to walk or bicycle
MULTI-MODAL Streets in the Mission District should support all modes of transportation, prioritizing walking, bicycling and transit.

GREEN Tree planting and greenery should be maximized, incorporating sustainable stormwater management and streetscape elements wherever possible.

COMMUNITY-FOCUSED Street design should prioritize community uses of public right-of-way, providing space for gathering, recreation and local commercial uses, and minimize the impact of through traffic.

SAFE AND ENJOYABLE Streets should be safe and enjoyable for all users, providing adequate lighting and visibility as well as buffering from automobile conflicts.

WELL-MAINTAINED Existing street amenities should be well-maintained and future improvements should have a maintenance plan to ensure proper upkeep.

MEMORABLE Streets should reflect and reinforce the Mission District’s identifiable sense of place.
HOW POLICIES WERE DEVELOPED

- FEEDBACK from community workshop #1
- EXISTING PLANS
  - General Plan
  - Better Streets Plan
  - Transit Effectiveness Project
  - Bike Plan
  - Eastern Neighborhoods Area Plan
  - Community Plans
OVERVIEW OF POLICIES

- TWO TYPES OF POLICIES
  - Neighborhood-wide
  - Place-specific

COMMENT CARD AND MAP
A. MULTI-MODAL
   - A1. Emphasize pedestrian improvements on commercial and transit streets
   - A2. Connect open spaces with living streets (EN)
   - A3. Create network of pedestrian-focused green alleys
   - A4. Expand bicycle network (Bike Plan)
   - A5. Support the TEP transit network (TEP)
   - A6. Minimize impact of traffic on S. Van Ness and Guerrero (GP)

B. GREEN
   - B1. Implement neighborhood-wide planting program
   - B2. Create a continuous canopy of trees on throughway streets
   - B3. Support efforts to make the Mission District a model for sustainable stormwater management
C. COMMUNITY-FOCUSED
- C1. Create new community spaces
- C2. Utilize traffic calming gateways at important entrances
- C3. Restrict/discourage traffic in protected residential areas (GP)
- C4. Encourage socially-engaging sidewalks
- C5. Create space for street vendors, including a market on Bartlett
- C6. Judiciously utilize flexible parking spaces for community use

D. SAFE AND ENJOYABLE
- D1. Shorten and improve pedestrian crossings
- D2. Utilize pedestrian-scale street lighting on important connections
E. WELL-MAINTAINED
- E1. Develop maintenance plan for existing and future improvements
- E2. Develop program for community “adoption” of improvements

F. MEMORABLE
- F1. Develop palette of Mission District street furniture
- F2. Create a special design plan for Mission Street (TEP)
- F3. Transform Folsom Street to Civic Boulevard (EN)
- F4. Incorporate public art
STREET DESIGN ELEMENTS
Based on the Better Streets Plan, there are six basic street types in the Mission:

- Neighborhood Commercial
- Neighborhood Residential
- Throughway Streets
  - Commercial
  - Residential
- Mixed-Use Streets
- Alleys

Types reflect land use, street character and traffic volumes.
In the Mission district, neighborhood streets are lined with diverse and interesting stores that contribute to the liveliness of the neighborhood.
STREET DESIGN TOOLKIT

NEIGHBORHOOD COMMERCIAL design toolkit

DESIGN GOALS: Maximize sidewalk for socializing and interacting, flexible use of parking lane for seating at key locations, street closure for market.

Main Design Treatments

CORNER BULBOUITS
reduce crossing distance for pedestrians, create entrances to a residential area and slow cars down.

FLEXIBLE USE OF PARKING LANE
In neighborhood commercial streets with narrow sidewalks parking lanes can be used to expand uses such as cafe seating or bike parking.

PEDESTRIAN LIGHTING
along commercial uses creates active and lively retail districts and promotes evening strolling and socializing.

MIDBLOB BULBOUITS
help widen sidewalks allocating additional space for seating and socializing in front of popular destinations.

HIGH VISIBILITY CROSSWALKS
marked with parallel stripes ensure good visibility of pedestrians from cars.

SPECIAL PAVING ON CROSSWALKS
highlights crossings as an extension of the pedestrian realm and can announce key civic or commercial locations.

STREET CLOSURE
Temporary or permanent street closure allows for the creation of outdoor markets and seasonal street fairs.

GATEWAY PLAZAS
New places can be created with minimum investment by the reuse of the right-of-way in excess and can function as entrance gateways to the neighborhood.
1) Where are sidewalks too crowded or too narrow?
2) What do you think of a weekly outdoor market on Bartlett Street at 22nd? Are there other locations for outdoor markets?
In the Mission neighborhood residential streets often have overly wide lanes which could be narrowed to provide space for pocket gathering areas.
**STREET DESIGN TOOLKIT**

**NEIGHBORHOOD RESIDENTIAL design toolkit**

**DESIGN GOALS:** Create entrances to residential areas to slow cars down and generate opportunities for greening and socializing.

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**Neighborhood Residential**

**STREET ROW: 25°-60° | SPEED LIMITE: 25 mph**

**Main Design Treatments**

- **CORNER or MID-BLOCK BULBOUTS**
  - Create pedestrian prominence and slow cars down while solving a variety of streetscape functions such as seating and socializing.

- **TRAFFIC CIRCLES**
  - Cars effectively calm traffic and create a gateway to a residential area.

- **CHICANE**
  - Chicanes slow down cars by forcing them to shift paths. They also can become opportunities for greening and improving the aesthetic of the street.

- **MIDBLOCK CROSSWALKS**
  - Improve pedestrian convenience on long blocks; on residential streets they are a very effective traffic calming device. Treatments include special paving, high visibility ramps, and trees in parking lots.

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

- **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.

- **PERPENDICULAR PARKING**
  - Perpendicular or angled parking lanes parallel to the street provide easy access to the sidewalk while removing the visual bulk. Where this parking solution is considered, there is an opportunity to create significant public space by adding green extensions.

- **PERMEABLE DRIVEWAYS**
  - Permeable paving often allows stormwater to soak between pavers. Permeable driveways have both ecological and aesthetic benefits, providing interesting textures in the streetscape.

- **SIDEWALK POCKET PARKS**
  - Pocket parks in key locations along a residential street can become gathering spots and help integrate people and nature. This type of stormwater management, with a minimum use of space.

- **GATEWAY PLAZAS**
  - New plazas can be created with minimum investment by the reuse of the right-of-way in streets and can function as entrance gateways to the neighborhood.

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**List of Streets**

- ALBION - 60'
- BARTLETT - 60'
- CAPP - 60'
- DEARBORN - 60'
- FOSTER - 60'
- FLORIDA - 60'
- HARRISBURG - 60'
- HOPF - 45'
- HOLLAND - 60'
- JULIUS - 60'
- LINDA - 32'
- LEROY - 45'
- MINNA - 32'
- NATOMA - 35'
- OAKWOOD - 50'
- SAN JACHIN - 60'
- SHATTUCK - 60'
- TETANY - 60'
- TREAT - 60'
- YORK - 60'

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**Neighborhood Residential at 15th**

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**

**WIDES RESIDENTIAL**

- BRYANT 42.5'
- FOLGER 42.5'
- HARRISON 42.5'

**CENTER MEDIANS**

- Work well in 4 to 6 lane conversions, providing space for amenities, landscaping and stormwater management features.
1) Do you like the idea of creating a set of traffic calming entrances to residential streets?

2) What types of entrances are most appropriate?
- Traffic circles
- Median Islands
- Bulb-Outs

3) What other treatments are a high priority?
Residential throughways have high levels of fast-moving traffic with residential land uses. As such, they can sometimes be unpleasant to walk or live along.
DESIGN GOALS: Buffer pedestrians from traffic, reduce width or number of lanes to create additional sidewalk or median space.

Main Design Treatments

- **CENTER MEDIANs**: are key elements of improved throughway geometries; they are used for lane reduction and to provide space for amenities, landscaping and stormwater management features.

- **PEDESTRIAN SIGNALING**: ensures safe crossing across wide, fast traffic streets.

- **HIGH VISIBILITY CROSSWALK**: are marked with parallel stripes for good visibility of pedestrians from cars.

- **CORNER BULBOUTS**: calms traffic and shortens pedestrian crossings while serving a variety of streetscape functions such as seating and socializing.

- **TREES**: Trees in the ROW increase greenery and create a visual continuity in streets where trees cannot be planted along sidewalks due to utilities along the curb.

- **SIDEWALK POCKET PARKS**: Pocket parks in key locations along a residential street can become gathering spots and offer opportunities for stormwater management with a minimum use of space.

- **PERMEABLE DRIVEWAYS**: Permeable paving often allows stormwater to flow between pavers. Permeable pavers on driveways have both ecological and aesthetic benefits, providing interesting textures in the streetscape.
1) If you could re-imagine South Van Ness and Guerrero Street, what changes would you make? Medians? Trees planted in the parking lane?
2) What improvements from the toolkit are a high priority?
Commercial throughways move significant volumes of people across town in a variety of travel modes and attract them to shop and explore from across the city. In the Mission District, all three commercial throughways have all been identified as Rapid Transit corridors.
DESIGN GOALS: Buffer pedestrians from traffic, offer adequate lighting and provide transit amenities such as bus bulbs and comfortable waiting areas.
1) On Mission Street, how should streetscape elements contribute to the street’s identity?
2) What improvements from the toolkit are a high priority for commercial throughway streets?
MIXED-USE STREETS

In the northeast Mission area, a fine-grain mixing of PDR, residential, and commercial uses coupled with industrial-scale architecture and the presence of artists create an opportunity for unique streetscapes.

Harrison Street at 16th
**DESIGN GOALS:** Safe pedestrian routes to transit, celebration of district’s character through art, management of runoff with green areas.

**Main Design Treatments**

- **PLANTED AREAS:** Key features in light industrial areas to help reduce pollution and stormwater runoff while softening the pedestrian environment.

- **PERMEABLE DRIVEWAYS:** Permeable paving often allows stormwater to flow between pavers. Permeable pavers on driveways have both ecological and aesthetic benefits, providing interesting textures in the streetscape.

- **STORMWATER FEATURES:** Help reduce pollution from light industrial uses and can promote art and creative streetscape design.

- **STREETSCAPE ART:** Custom-made amenities can define a new identity for the North East Mission district and can become a way to enhance the diversified art community that currently lives and works in the area.

- **PEDESTRIAN LIGHTING:** In mixed-use districts promotes safety and can help activate the sidewalks at specific locations.

- **PERPENDICULAR PARKING:** Perpendicular or angled parking lanes provide additional parking spaces while narrowing the vehicle c.o.w. Where this parking solution is considered, there is an opportunity to create significant public spaces by adding curb extensions.

- **MEDIAN ISLAND:** Median islands slow down car traffic, create an entrance to a residential area and offer opportunities for related transportation support.

- **MIDBLOCK BULBOUTS:** Strengthen sidewalk use by allocating additional space for greening, seating or socializing in front of specific locations.
MIXED-USE STREETS questions

1) Given the large number of artists living in the NE Mission, what are opportunities to incorporate art into the streetscape?
2) What elements from the toolkit are a high priority?
ALLEYS

The Mission District has a rich network of North/South alleys…

CLARION

BALMY

OSAGE

JURI
STREET DESIGN TOOLKIT

ALLEYS design toolkit

**DESIGN GOALS:** Slow down car traffic, improve quality and safety of street, promote social interaction as “outdoor living room”.

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**STREET ROW:** 15' - 25'  |  **SPEED LIMIT:** 15 mph

**Main Design Treatments**

- **CORNER BULBOUTS**
  - Create pedestrian entrances and slow cars down. In alleys, corner bulbouts are one-sided and mark the pedestrian-only zone separated from the car ROW.

- **RAISED CROSSING AT ENTRANCE**
  - Have a traffic calming and a gateway function, signaling to drivers that they are entering a special residential street.

- **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.

- **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.

- **PAVEMENT LIGHTING**
  - In selected alleys with higher foot traffic, pavement lighting can help create a pleasant, safe and walkable environment after dark.

- **ART**
  - Murals and other public art are integral part of the Mission District. Alleys like Clarion or Balmoral offer great examples of what could be implemented in the many other alleys of the neighborhood.

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*Balmy Alley*

Offers a variety of excellent mural art and green areas with trees and moveable planters.
STREET DESIGN TOOLKIT

ALLEYS questions

1) What elements from the toolkit are a high priority for alleys?

LINDEN ALLEY- proposal by David Winslow Architecture
NEXT STEPS
TONIGHT: SMALL GROUPS

- Draft Vision: comments or additions
- Draft Policies
  - Comments or additions
  - Rank top 5 priorities
- Draft Street Design Toolkit:
  - Specific questions for each type
  - General comments or additions
PLAN DEVELOPMENT

- Incorporate comments
- Create designs for specific public space projects in the neighborhood, based on:
  - Top 5 Street Design Policies
  - Existing plans
    - TEP: Mission Street Rapid Transit
    - Bike Plan: 17th Street, 26th Street, Cesar Chavez
    - Eastern Neighborhoods: Folsom Street Boulevard
    - Green Alley pilot project with PUC
    - Community-supported designs for plazas
  - Availability of capital funding
- Develop implementation program
MISSION STREETSCAPE PLAN Timeline

PUBLIC DIALOGUE

2008

#1 Vision
#2 Meetings with community groups: Design Toolkit Concepts
#3 Draft Site Designs
#4 Draft Plan

2009

IDENTIFY ISSUES and OPPORTUNITIES
DEVELOPMENT of DRAFT DESIGN TOOLKIT
PREPARATION of DRAFT SITE DESIGNS and DRAFT PLAN

FINAL DRAFT PLAN
Cesar Chavez Street Design Workshop 2
Planning Department
Tuesday, August 26, 6pm
Leonard Flynn Elementary
http://cesarchavez.sfplanning.org

Valencia Street
Department of Public Works – Great Streets
www.sfdpw.org
THANK YOU!

http://missionstreets.sfplanning.org
EXERCISES
PART ONE: VISION

- Go around the table, and please say
  - Your name
  - Any additions or comments for the Draft Vision
PART TWO: POLICIES

- Read over the draft policies
- Any comments or additions?
- Take 10 minutes to choose your top 5 policies (don’t have to be in order)
- Facilitators will tally the results
PART THREE: DESIGN TOOLKIT

- Neighborhood Commercial Streets
- Neighborhood Residential Streets
- Throughway Streets
- Mixed-Use Streets
- Alleys