Mission Streetscape Plan  
Community Design Workshop #2 – 08.20.08

I. Workshop Overview
The San Francisco Planning Department hosted the second Community Design Workshop for the Mission Streetscape Plan on August 20, 2008 at the Women’s Building from 6:00-8:30pm. The purpose of the workshop was to present preliminary content of the Draft Mission Streetscape Plan, including a Vision, Street Design Policies and a Street Design Toolkit, for community feedback. Approximately 40 people attended the event and offered feedback.

Planning Director John Rahaim and Senior Planner David Alumbaugh welcomed the participants and gave an overview of the Mission Streetscape Plan process to date. Planning Staff Lisa Bender and Ilaria Salvadori presented the draft Vision, Street Design Policies and Street Design Toolkit, which are available at http://missionstreets.sfplanning.org.

Then, participants offered feedback in five small groups, facilitated by SF Planning Staff.

II. Summary of Feedback

Draft Vision
During the small group exercise, there was strong support for the draft Vision. Comments on specific vision elements are noted below in italicized text.

A. Multi-Modal: Streets in the Mission District should support all modes of transportation, prioritizing walking, bicycling and transit.
   Several groups commented that not all streets should carry the same amount and types of traffic and that street design should incorporate visual cues to indicate which modes are prioritized.

B. Green: Tree planting and greenery should be maximized, incorporating sustainable stormwater management and streetscape elements wherever possible.
   Many comments indicated interest in gardens and fruit trees.

C. Community-Focused: Street design should prioritize community uses of public right-of-way, providing space for gathering, recreation, and local commercial uses, and minimizing the impact of through traffic.

D. Safe and Enjoyable: Street design should emphasize enjoyment and safety for all users, providing adequate lighting and visibility as well as buffering from automobile conflicts.

E. Well-Maintained: Existing street amenities should be well-maintained, and future improvements should have a maintenance plan to ensure proper upkeep.
   Several groups commented that street cleaning in particular is a high priority.

F. Memorable: Streets should reflect and reinforce the Mission District’s identifiable sense of place.
Draft Street Design Policies
The draft street design policies also received strong support. Specific comments are detailed below. During the small group exercise, participants were asked to rank their top five policy priorities. The top 5 policy priorities will, in addition to availability of funding and existing planning efforts, guide the selection of Public Realm Focus Area designs.

The top five policy priorities were:

**PRIORIT #1: EXPAND BICYCLE FACILITIES**
Expand the existing network of bicycle facilities to 17th Street, 26th Street, Cesar Chavez, Shotwell Street, Capp Street and Treat Avenue, per the Bicycle Plan.

**PRIORIT #2: SUPPORT TRANSIT CONNECTIONS**
Implement street improvements that support the Transit Effectiveness Project’s identified transit network, including Mission St., 16th St. and Potrero Avenue.

**PRIORIT #3: GREEN THE NEIGHBORHOOD**
Implement a neighborhood-wide planting program per the Urban Forest Plan.

**PRIORIT #4: IMPROVE PEDESTRIAN ROUTES**
Emphasize pedestrian improvements on important commercial and transit streets, including Mission St., Valencia St., 16th St. and Potrero Avenue.

**PRIORIT #5: CALM RESIDENTIAL STREET TRAFFIC (Tied with priority #6)**
In protected residential areas, restrict and discourage traffic speed and volume by every means possible, creating safe and inviting spaces for community use.

**PRIORIT #6: UTILIZE FLEXIBLE PARKING LANES (Tied with priority #5)**
Judiciously utilize select on-street parking spaces for temporary or permanent planting, bicycle parking, sidewalk.
<table>
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<th>Policy</th>
<th>Comments</th>
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<tr>
<td><strong>A. Multi-Modal</strong></td>
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<tr>
<td>A1. Emphasize pedestrian improvements on important commercial and transit streets, including Mission St., Valencia St., 16th St. and Potrero Avenue</td>
<td><em>Widen sidewalks where necessary</em></td>
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<td>A2. Connect existing and new open spaces with a network of living streets that include streetscape improvements and pocket parks</td>
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<td>A3. Create a network of pedestrian-focused green alleys with raised crosswalks or other gateway treatments at entrances</td>
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<td>A4. Expand the existing network of bicycle facilities to 17th Street, 26th Street, Cesar Chavez, Shotwell Street, Capp Street and Treat Avenue, per the Bicycle Plan</td>
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<td>A5. Implement street improvements that support the Transit Effectiveness Project’s identified transit network, including Mission St., 16th St. and Potrero Avenue</td>
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| A6. Minimize the impact of throughway traffic on South Van Ness and Guerrero Street | *Add Cesar Chavez Street*  
*Limit the size of trucks*  
*Implement “road diet” on South Van Ness, Folsom and Guerrero Street*  
*Create spaces for a taxi stand*  
*Time traffic lights differently* |
| **B. Green** | |
| B1. Implement a neighborhood-wide planting program per the Urban Forest Plan | *Consistency in plant in tree species is important*  
*Utilize indigenous tree and plant species* |
<p>| B2. Prioritize creating a continuous canopy of trees on throughway streets to buffer | |</p>
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<th><strong>C. Community-Focused</strong></th>
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<td><strong>C1.</strong> Create new community spaces by re-using excess portions of right-of-way</td>
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<td><strong>C2.</strong> Utilize traffic calming gateways, such as traffic circles or median islands, at neighborhood entrances or where street character changes to signal to drivers to drive with care</td>
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<td><strong>C3.</strong> In protected residential areas, restrict and discourage traffic speed and volume by every means possible, creating safe and inviting spaces for community use</td>
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<td><strong>C4.</strong> Encourage socially-engaging design on sidewalks adjacent to active uses, including seating opportunities, landscaping, and display of goods</td>
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<td><strong>C5.</strong> Support and create more space for street vendors, including a new weekly street market on Bartlett Street</td>
<td>- Include BART stations</td>
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<th><strong>D. Safe and Enjoyable</strong></th>
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<td><strong>D1.</strong> Shorten crossing distances at wide</td>
<td>- Utilize in-pavement flashers at key</td>
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intersections and introduce pedestrian count-
down signals to improve pedestrian safety | locations, including 19th and Dolores Street
- Design should indicate traffic speed of street

D2. Utilize pedestrian-scale street lighting to improve safety for pedestrians on routes that connect to transit and other important destinations | - Utilize lighting that minimizes light pollution
- Create a street lighting plan for the neighborhood

### E. Well-Maintained

E1. Develop a maintenance plan for existing and future street improvements | - Specifically street cleaning

E2. Develop a program allowing community members to “adopt” new infrastructure improvements, such as bulb-outs, medians, or traffic circles

### F. Memorable

F1. Develop a palette of street furniture that reflects the Mission District’s character | - Keep eclectic character of Mission

F2. Create a special design plan for Mission Street, recognizing its historic and contemporary importance as a major north-south spine

F3. Transform Folsom Street into a Civic Boulevard with pocket open spaces, linking major open space nodes and the waterfront | - More appropriate for SOMA, but not the in the Mission

F4. Incorporate public art into street improvements.

**Draft Street Design Toolkit**

In the third small group exercise, participants were asked to give detailed feedback on the draft street design toolkit. Results of this exercise are attached.
III. Next Steps
Over the next several months, Planning Department staff will:

- Produce the draft Mission Streetscape Plan, incorporating public feedback into the Vision, Policies and Design Toolkit;
- Develop design concepts for a series of Focus Areas, identified based on the prioritization exercise, availability of funding, and existing priorities that have emerged from other planning efforts in the Mission District.

The Draft Mission Streetscape Plan and the draft Focus Area concepts will be presented at Community Workshop #3, planned for February, 2009.
Main Design Treatments

TRAFFIC CALMING

CENTER MEDIANs
are key elements of throughways. They can be used for center medians and sidewalks improvements, provide space for sidewalks, landscaping and stormwater management features.

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

CORNER BULBOOUTS
are marked with parallel stripes for good visibility of pedestrians from cars.

HIGH VISIBILITY CROSSWALK
are calm traffic and shorten pedestrian crossings while serving multiple functions such as seating and socializing.

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

SPECIAL PAVING ON CROSSWALKS
highlights crossings as an extension of the pedestrian realm and can announce key civic or commercial locations. Special paving should be used only on commercial throughways.

GREEN

TREES
Trees in the ROW increase greening 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 create active and lively pedestrian environments 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.

PEDESTRIAN LIGHTING
Pedestrian lighting, especially along commercial throughways, creates active and lively retail district and promotes evening walking and socializing.

STREET FURNISHING

PEDESTRIAN MEDIAN
are used for center medians and sidewalks improvements, provide space for sidewalks, landscaping and stormwater management features.

YOUR COMMENTS AND FEEDBACK

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

- South Van Ness:
  - wide, good for center medians and sidewalk improvements
  - medians
  - greening to visually narrow streets
  - angled parking
  - narrow the traffic lanes
  - add bike lanes
  - clean graffiti
  - pedestrian signals
  - trees - greening
  - lighting
  - mid-block crossings
  - sidewalks should be twice as wide
  - traffic is too fast, need to calm traffic
  - corner bulb-outs
  - benches
  - road diets (also on Folsom Street)
  - prohibited parking 25' from intersections

- Guerrero and South Van Ness (both streets):
  - medians
  - trees
  - pedestrian-scale lighting
  - improved crossings, with high-visibility crosswalks

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

- loud, traffic
  - medians are too narrow, doesn’t feel safe
  - trees and greening (extend median greening)
  - improving the crossings and speed humps to enforce speed limit
  - pedestrian lighting

- Potrero:
  - not human scale
  - plantings needed, horticultural elements

- Dolores:
  - extend islands
  - pedestrian lighting
  - decorative lampposts, simple, classic
  - landmark Balmy Alley
  - more verticals, preserved terrazo treatments in storefronts
  - architecture, materials and building design, signage requirements

3. Other comments/ feedback?

- Folsom Street should be classified as a throughway street
- medians are the most important element for Residential Throughways
- Potrero Avenue needs bulb-outs on all corners
- west bus bulb-outs
- bright green streets
- require property owners to replace granite curbstones
- replacement sidewalk should match – make it easy to match existing sidewalks

LIST OF STREETS

RESIDENTIAL:

Cesar Chavez - 80’
Guadalupe - 60’
South Van Ness - 62.5’

COMMERCIAL:

1st Street - 100’
Mission - 80’
Potrero - 60’

3. Other comments/ feedback?

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Main Design Treatments

Neighborhood Commercial

YOUR COMMENTS AND FEEDBACK

1. Are there any locations on local commercial streets where sidewalks are too narrow or crowded?
   - 22nd Street
   - Bartlett Street
   - Valencia Street
   - not enough space for bicycle parking and pedestrians
   - especially crowded on weekends - flexible parking opportunity
   - Mission Street
   - 24th Street
   - Capp Street
   - 18th Street
   - near BART stations
   - Potrero Street, near 16th Street, near 24th Street and near bus stops
   - Bryant Street, near bus stops
   - near transit transfer points
   - Cesar Chavez Street
   - Utah and 24th Street

Comments:
- Avoid competition with local produce markets, provide space for local stores, good for arts and crafts fair
- Great for once a week
- Not a bad idea, but not a high priority
- Great idea in general
Locations:
- Bartlett is a great idea
- Capp Street
- One east of Mission Street
- Shotwell Street
- Treat Avenue between 18th and 16th Street

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?

Comments:
- FAVORABLE
- Great for a gathering spot
- Great for families
- Great for the neighborhood
- Great for the area
- Great idea
- 22nd and Bartlett
- Corner of Bartlett and 22nd
- 22nd and Mission

3. Other comments/feedback?
   Comments:
   - Improve 16th Street transition east and west of Mission Street
   - Gateway plaza on Treat and 17th Street

- FAVORABLE
- Great for families
- Great for the neighborhood
- Great for the area
- Great idea
1. What do you think about the idea of a ring of residential gateways?
- yes, good idea, create as many as possible
- this could characterize the Mission
- prefer medians to bulb-outs for gateways and traffic
- want to see median islands
- should use paving in the crosswalk
- incorporate public art, murals
- incorporate planters
- San Jose would be a good location
- Replicate Duboce Triangle
- traffic circles along East-West streets

2. Where are opportunities for gateway plazas and pocket parks in the residential areas?
- 16th and Harrison
- Valencia and Mission intersection
- Cesar Chavez Street (specifically Hampshire, Florida)
- Precita Avenue
- Potrero and 24th Street
- Capp near 24th/25th Street
- 18th Street -- perfect for green boulevard
- Mission Miracle Mile along Mission Street
- Division and Mission
- Folsom and Dolores
- Dolores and 19th Street -- bring Dolores Park out
- 14th and Lexington has beautiful planters
- Mission between 16th Street and 19th Street
- Capp: median, widen sidewalks, or make one-way
- 4-way stops on Barlett at 25th and 26th Street, and 2-way the entire way

3. What other improvements are a priority?
- Pocket parks
- Appropriate street lighting for residential areas

4. Other comments or feedback?
- Street diverters, as in Palo Alto and Berkeley
- Speed bump or raised crosswalk as entryway and to slow traffic
- 18th Street should be lined with trees
- Trees might be more appropriate than planters
- Greening in general is the most important priority
- Want a better tree selection -- larger trees to create a canopy

**Neighborhood Residential**

**TRAFFIC CALMING**

**CORNER or MID-BLOCK BULBOUTS**
Create pedestrian entrances and slow down traffic by bending them to off-street paths; they also can become opportunities for landscaping, increasing green and improving the aesthetic of the street.

**TRAFFIC CIRCLES**
Can effectively calm traffic and create gateways to a residential area.

**CHICANE**
Divides slow down traffic by bending them to off-street paths; they also can become opportunities for landscaping, increasing green and improving the aesthetic of the street.

**MIDBLOCK CROSSWALKS**
Improve pedestrian convenience on long blocks of residential streets by using additional parking space as a median crosswalk. Treatments include special paving, high visibility ramps and trees in parking lane.

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

**PERPENDICULAR PARKING**
Perpendicular or angled parking lanes provide additional parking spaces and can act as an entryway to a residential area. Where this parking option is considered, there is an opportunity to create significant public spaces by adding curb extensions.

**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 often allows stormwater to flow 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 offer opportunities for stormwater treatment 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 excess and can function as entrance gateways to the neighborhood.

**WIDE RESIDENTIAL STREETS**

**WIDE RESIDENTIAL**

**CENTER MEDIANS**

**LIST OF STREETS**

- ALBION - 60'
- BARTLETT - 60'
- CARR - 60'
- DODDS - 60'
- FAIR OAKS - 60'
- FLORIDA - 60'
- HAMPTON - 60'
- HOP - 45'
- JULIAN - 60'
- LINDA - 32'
- MASON ON - 60'
- MIRNA - 35'
- NATIONAL - 35'
- OAKWOOD - 50'
- SAN CARLOS - 40'
- SHOTWELL - 60'
- TIFFANY - 60'
- TREAT - 60'
- YORK - 60'
Main Design Treatments

Mixed Use Street Type

TRAFFIC CALMING

**MIDBLOCK BULBOUTS**
Strengthen sidewalk use by allocating additional space for greening or seating in front of specific locations.

**PERPENDICULAR PARKING**
Perpendicular or angled parking lanes provide additional parking spaces in areas where the 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 stormwater treatment and landscaping.

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

GREEN

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

**PLANTED AREAS**
Plants are key features in light industrial areas to help reduce pollution and stormwater runoff while softening the pedestrian environment.

PEDESTRIAN LIGHTING
In mixed-use districts, pedestrian lighting can help activate the sidewalks at specific locations.

STREETSCAPE ART
Custom-made amenities can define a new identity for the Northeast Mission district and can become a way to engage the diverse art community that currently lives and works in the area.

**NEW PUBLIC SPACES**

FLEXIBLE USE OF PARKING LANE
In mixed-use neighborhoods, parking lanes can be used and repurposed to expand uses such as cafe seating or bike parking.

GATEWAY PLAZAS
New places can be created with stormwater management by the reuse of the right-of-way in areas and can function as entrance gateways to the neighborhood.

**YOUR COMMENTS AND FEEDBACK**

1. What improvements from the toolkit are high priority?
   - Even area in the evening with lighting, use pedestrian-scale lighting
   - at least one street well-lit and safe for walking (17th Street)
   - perpendicular parking
   - in partnership with greening (intermediate trees into the parking)
   - on one side of the street, with wider sidewalks on the other
   - streets are wider than necessary for traffic flow
   - add bulb-outs
   - green, add planting areas
   - take advantage of existing wide sidewalks - they are too sparse, add amenities
   - more flexible use of the parking lane
   - acknowledge historic and modern businesses/pay homage to older businesses and industries in design
   - murals representing thriving industries
   - make the area feel more like a neighborhood
   - gateway plaza with green and planting - at Treat/Harrison/16th intersection
   - 17th/Mariposa/18th/19th and Harrison - intersections are awkward and unsafe for pedestrians
   - light up Franklin Park
   - Shettell as a residential boulevard
   - focus amenities on whichever streets have bus routes
   - night market could be here
   - Alabama and Florida - proposed one-way traffic
   - Bike lane on Harrison
   - like Mission Creek bikeway idea, greenway through the neighborhood

2. Are there ways to incorporate art in the streetscape of this area?
   - historic placards
   - murals similar to Valencia and 25th
   - mosaic murals that reflect light
   - add murals and mosaics
   - do temporary art now!
   - Chrissy Field globes example
   - use art to educate about environmental context
   - have policies that encourage preservation and encourage art
   - walk of stars for the schools in the neighborhood
   - formalization of the art district that exists - create signs
   - which walls are available for murals? Improve communication
   - use patterns in the sidewalk, like at 22nd and Mission
   - add benches in different styles
   - concern about maintenance and cleaning

LIST OF STREETS

**MIXED PORTIONS OF:**
- FLORIDA
- ALABAMA
- YORK
- HAMPSTEAD
- BRYANT
- MARIPOSA
- TREAT
- 16TH
- 17TH
- 18TH
- 19TH
- 20TH

LIST OF PUBLIC SPACES

- fix MUNI yard
- add housing or parking (disagreement about which)
- lower priority than other street types
Art

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

Pavement Lighting

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

Your Comments and Feedback

- Like this idea -- make improvements to all of the alleys
- Improve lighting
- Raised crossings at the entrances
- Treat like pedestrian walkways
- Slow down traffic
- Pavers on Balmy Alley are a good example
- For alleys with residential frontage:
  - reduction of speeds
  - art
  - plantings
- Shared surfaces are good, encourages slower traffic (works well in Rome)
- Possibly do pedestrian-only street somewhere
- Murals in all alleys, match building owners with artists
- No need for greenery, wall greenery is good
- Alleys near transit hubs should continue to serve multiple modes of transportation
- Alleys are in pretty good shape - not a high priority
- Specific alley suggestions:
  - Clarion: make more recognizable, steam clean
  - Lucky: spruce up, high priority
  - Albion: build upon existing design
- Balmy: build upon the mural for any new improvements, improve lighting
- Cypress: needs help
- Cunningham and Dearborn - add to park
- Sparrow: basketball court