

Neighborhood Commercial

STREET ROW: 64'-80'

Main Design Treatments



Revolution Cafe' at Bartlett and 22nd street

Neighborhood Commercial Streets handle continuous activity throughout the day. They are a main destination for local residents to run errands, socialize and shop. Given the higher volume of pedestrian activity and the high number of businesses these streets need to accommodate both generous pedestrian space and loading/unloading zones.

In the Mission district, neighborhood streets are lined with diverse and interesting stores and contribute to the liveliness of the neighborhood. Crowded sidewalks and high volumes of pedestrian circulation can sometimes impede circulation and comfortable socializing or lingering. Sidewalk extensions at specific locations—permanent or temporary- can be created with corner bulbouts or flexible use of chairs and tables in the parking lane.

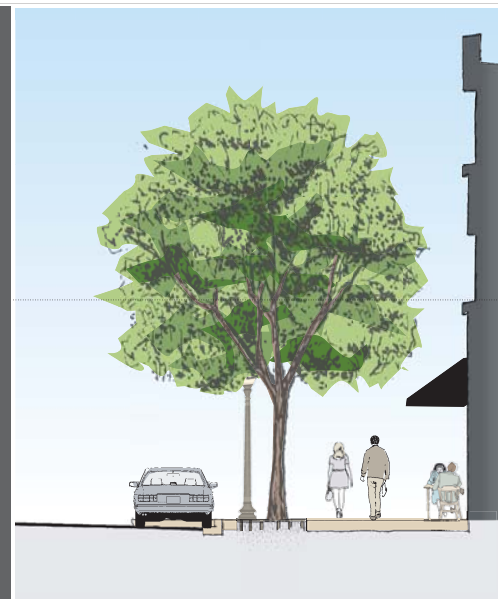


Seating in parking lane

can create or widen public spaces by eliminating a minimum amount of parking.

LIST OF STREETS

VALENCIA STREET -82.5'
17TH STREET -66'
18TH STREET -64'
19TH STREET -64'
20TH STREET -64'
21ST STREET -49'
22ND STREET -64'
23RD STREET -64'
24TH STREET -64'



TRAFFIC CALMING

CORNER BULBOUTS

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



HIGH VISIBILITY CROSSWALKS

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



MIDBLOCK BULBOUTS

help widen sidewalk allocating additional space for seating and socializing in front of popular destinations.



SPECIAL PAVING ON CROSSWALKS

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



STREET FURNISHING

PEDESTRIAN LIGHTING

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



STREET CLOSURE

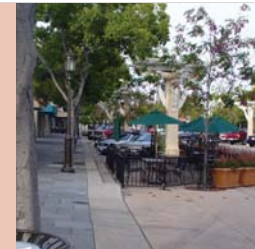
Temporary or permanent street closure allows for the creation of outdoor markets, seasonal street fairs or outdoor living rooms.



NEW PUBLIC SPACES

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.



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.



YOUR COMMENTS AND FEEDBACK

1. Are there locations on local commercial stretes 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



Capp Street 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.



Shotwell Street at 17th

is a successful example combining aesthetically pleasing greening with ecological benefits.

LIST OF STREETS

ALBION -60'
BARTLETT -60'
CAPP -60'
DEARBORN
FAIR OAKS -60'
FLORIDA -60'
HAMPSHIRE -60'
HOFF -45'
JULIAN -60'
LINDA -32'
LEXINGTON -40'
MINNA -35'
NATOMA- 35'
OAKWOOD -50'
SAN CARLOS -40'
SHOTWELL -60'
TIFFANY -60'
TREAT -60'
YORK -60'



TRAFFIC CALMING

CORNER or MID-BLOCK BULBOUTS

Create pedestrian entrances and slow cars down while serving a variety of streetscape functions such as seating and socializing.



TRAFFIC CIRCLES

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



MEDIAN ISLAND

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



MIDBLOCK CROSSWALKS

Improve pedestrian convenience on long blocks; on residential streets are a very effective traffic calming devices. Treatments include special paving, high visibility ramps and trees in parking lane.



CHICANES

slow down cars by causing them to shift path; they also can become opportunities for landscaping, increasing green and improving the aesthetic of the street.



PERPENDICULAR PARKING

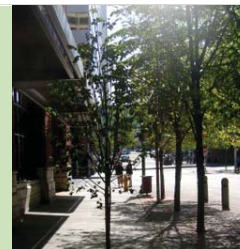
Perpendicular or angled parking lanes provide additional parking spaces while narrowing the vehicle r.o.w. Where this parking solution is considered, there is an opportunity to create significant public spaces by adding curb extensions.



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 pavers on driveways have both ecological and aesthetic benefits, providing interesting textures in the streetscape.



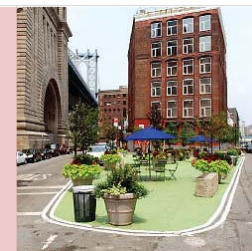
SIDEWALK POCKET PARKS

Pocket parks in key locations along a residential street can become gathering spots and offer opportunities for stormwater 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 excess and can function as entrance gateways to the neighborhood.



YOUR COMMENTS AND FEEDBACK

1. What do you think about the idea of a ring of residential gateways?
2. Where are opportunities for gateway plazas and pocket parks in the residential areas?
3. What other improvements are priority?

WIDE RESIDENTIAL STREETS

WIDE RESIDENTIAL

BRYANT -82.5"
FOLSOM -82.5'
HARRISON -82.5'

CENTER MEDIANS

work well in 4-to-3 lane conversions, providing space for amenities, landscaping and stormwater management features.



Throughways

STREET ROW: 80'-100'

Main Design Treatments



Guerrero Street

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, useable 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 thoroughways therefore should have a comfortable pedestrian realm supportive of transit with significant pedestrian amenities and public spaces.



Dolores Street at 24th

creates an impressive boulevard effect with its palm-lined median.

LIST OF STREETS

RESIDENTIAL

CESAR CHAVEZ -100'
GUERRERO -82.5'
SOUTH VAN NESS -82.5'

COMMERCIAL

16TH STREET
MISSION -80'
POTRERO -80'



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?

TRAFFIC CALMING

CENTER MEDIANS

are key elements of throughways: they can be used for lane reduction and to provide space for amenities, landscaping and stormwater management features.



HIGH VISIBILITY CROSSWALK

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



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.



PEDESTRIAN SIGNALING

ensures safe crossing across wide, fast-traffic streets.



CORNER/ EXTENDED BULBOUTS

calm traffic and shorten pedestrian crossings while serving a variety of streetscape functions such as seating and socializing.



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

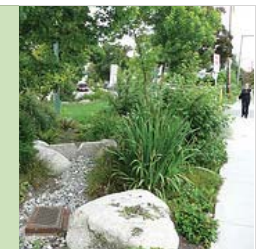
TREES

Trees in the parking lane 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

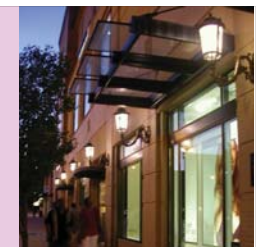
Pocket parks in key locations along a residential street can become gathering spots and offer opportunities for stormwater management with a minimum use of space.



STREET FURNISHING

PEDESTRIAN LIGHTING

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



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.



TRANSIT AMENITIES

BUS BULB-OUTS

on commercial throughways effectively support the transit character of the corridor.



Mixed Use Street Type

STREET ROW: 64'-82.5'

Main Design Treatments



Harrison and 16th street

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.



Celebrating the existing architecture's character and marrying it with art could help create a new identity for the North East Mission.

LIST OF STREETS

MIXED PORTIONS OF:
FLORIDA
ALABAMA
YORK
HAMPSHIRE
BRYANT
HARRISON
MARIPOSA
TREAT
16TH
17TH
18TH
19TH
20TH



YOUR COMMENTS AND FEEDBACK

1. What improvements from the toolkit are high priority?
2. Are there ways to incorporate art in the streetscape of this area?
3. Other comments or feedback?

TRAFFIC CALMING

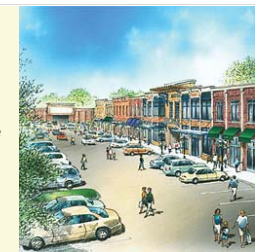
MIDBLOCK BULBOUTS

Strengthen sidewalk use by allocating additional space for greening, seating or socializing in front of specific locations.



PERPENDICULAR PARKING

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



GREEN

MEDIAN ISLAND

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



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.



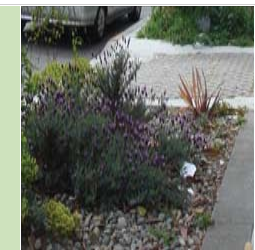
STORMWATER FEATURES

help reduce pollution from light industrial uses and can promote art and creative streetscape design.



PLANTED AREAS

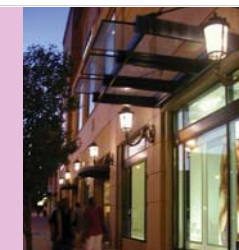
are key features in light industrial areas to help reduce pollution and stormwater runoff while softening the pedestrian environment.



STREET FURNISHING AND ART

PEDESTRIAN LIGHTING

in mixed-use districts promotes safety and can help activate the sidewalks at specific locations.



STREETSCAPE ART

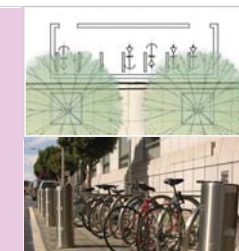
Custom-made amenities can define a new identity for the NorthEast Mission district and can become a way to engage the diverse art community that currently lives and work in the area.



NEW PUBLIC SPACES

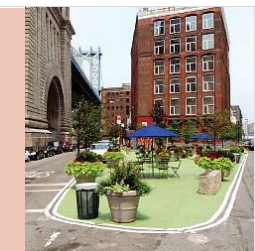
FLEXIBLE USE OF PARKING LANE

In mixed-use neighborhoods parking lanes can be used both for greening or to expand uses such as cafe seating or bike parking.



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.



Alley Street Type

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

Main Design Treatments



Osage Street

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.



Balmy Alley

offers a variety of excellent mural art and green areas with trees and movable planters.

LIST OF STREETS

AMES -15'
BALMY -20'
CALEDONIA -15'
CLARION -12'
CYPRESS - 15'
LILAC -15'
LUCKY -20'
ORANGE -15'
OSAGE -15'
POPLAR -15'
QUANE -15'
RAMONA- 16'
VIRGIL -15'
WIESE- 19'
WOODWARD -8'
30TH -20'



TRAFFIC CALMING

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.



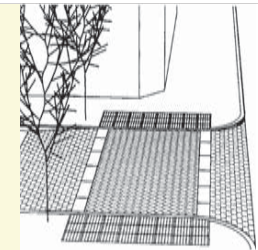
SHARED SURFACE

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



RAISED CROSSING AT ENTRANCE

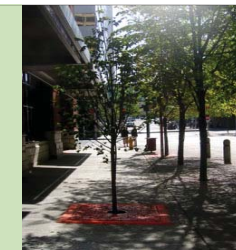
have a traffic calming and a gateway function, signaling to drivers that they are entering a special residential street.



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 integral part of the Mission District. Alleys like Clarion or Balmy 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