



SAN FRANCISCO
PLANNING
DEPARTMENT

MISSION STREETSCAPE PLAN

community design workshop #2

AUGUST 20, 2008



- 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

II. STREETSCAPE DESIGN POLICIES	COMMENTS
<p>Please give comments on the draft policies and choose your top 5 priorities from the list.</p> <p>Multi-Modal</p> <p>A1) Emphasize pedestrian improvements on important commercial and transit streets, including Mission St., Valencia St., 16th St. and Potrero Avenue</p> <p>A2) Connect existing and new open spaces with a network of living streets that include streetscape improvements and pocket parks</p> <p>A3) Create a network of pedestrian-focused green alleys with raised crosswalks or other gateway treatments at entrances</p> <p>A4) Expand the existing network of bicycle facilities to 17th Street, 25th Street, Cesar Chavez, Shattuck Street, Clay Street and Treat Avenue, per the Bicycle Plan</p> <p>A5) Explore the implementation of best-practice bicycle treatments such as bicycle boulevards and grade-separated or buffered bicycle facilities</p> <p>A6) Implement street improvements that support the Transit Effectiveness Project's identified transit network, including Mission St., 16th St. and Potrero Avenue</p> <p>A7) Minimize the impact of throughway traffic on South Van Ness and Guerrero Street</p> <p>Green</p> <p>B1) Implement a neighborhood-wide planting program per the Urban Forest Plan</p> <p>B2) Prioritize creating a continuous canopy of trees on throughway streets to buffer community uses from through traffic</p> <p>B3) Through a public-private partnership, support efforts to make the Mission District a model for sustainable stormwater management</p> <p>Community-Focused</p> <p>C1) Create new community spaces by re-using excess portions of right-of-way</p> <p>C2) 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</p> <p>C3) In protected residential areas, restrict and discourage traffic speed and volume by every means possible, creating safe and inviting spaces for community use</p> <p>C4) Encourage socially-engaging design on sidewalks adjacent to active uses, including seating opportunities, landscaping, and display of goods</p> <p>C5) Support and create more space for street vendors, including a new weekly street market on Bartlett Street</p> <p>C6) Judiciously utilize select on-street parking spaces for temporary or permanent planting, bicycle parking, sidewalk extensions or cafe seating</p> <p>Safe and Enjoyable</p> <p>D1) Shorten crossing distances at wide intersections and introduce pedestrian count-down signals to improve pedestrian safety</p> <p>D2) Utilize pedestrian-scale street lighting to improve safety for pedestrians on routes that connect to transit and other important destinations</p> <p>Well-Maintained</p> <p>E1) Develop a maintenance plan for existing and future street improvements</p> <p>E2) Develop a program allowing community members to "adopt" new infrastructure improvements, such as bulb-outs, medians, or traffic circles</p> <p>Memorable</p> <p>F1) Develop a palette of street furniture that reflects the Mission District's character</p> <p>F2) Create a special design plan for Mission Street, recognizing its historic and contemporary importance as a major north-south spine</p> <p>F3) Transform Potrero Street into a Civic Boulevard with pocket open spaces, linking major open space nodes and the waterfront</p> <p>F4) Incorporate public art into street improvements</p> <p>See map for specific locations</p>	



■ COMMENT CARD AND MAP



■ DESIGN TOOLKIT PACKETS





PROJECT DESCRIPTION

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 [krisv_kwan](#)

WORKSHOP ONE

- 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?

WHAT WE HEARD: VISION

- 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

- 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.



STREET DESIGN POLICIES

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

STREET DESIGN POLICIES

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

Photo courtesy of Flickr
by [krisv_kwan](#)

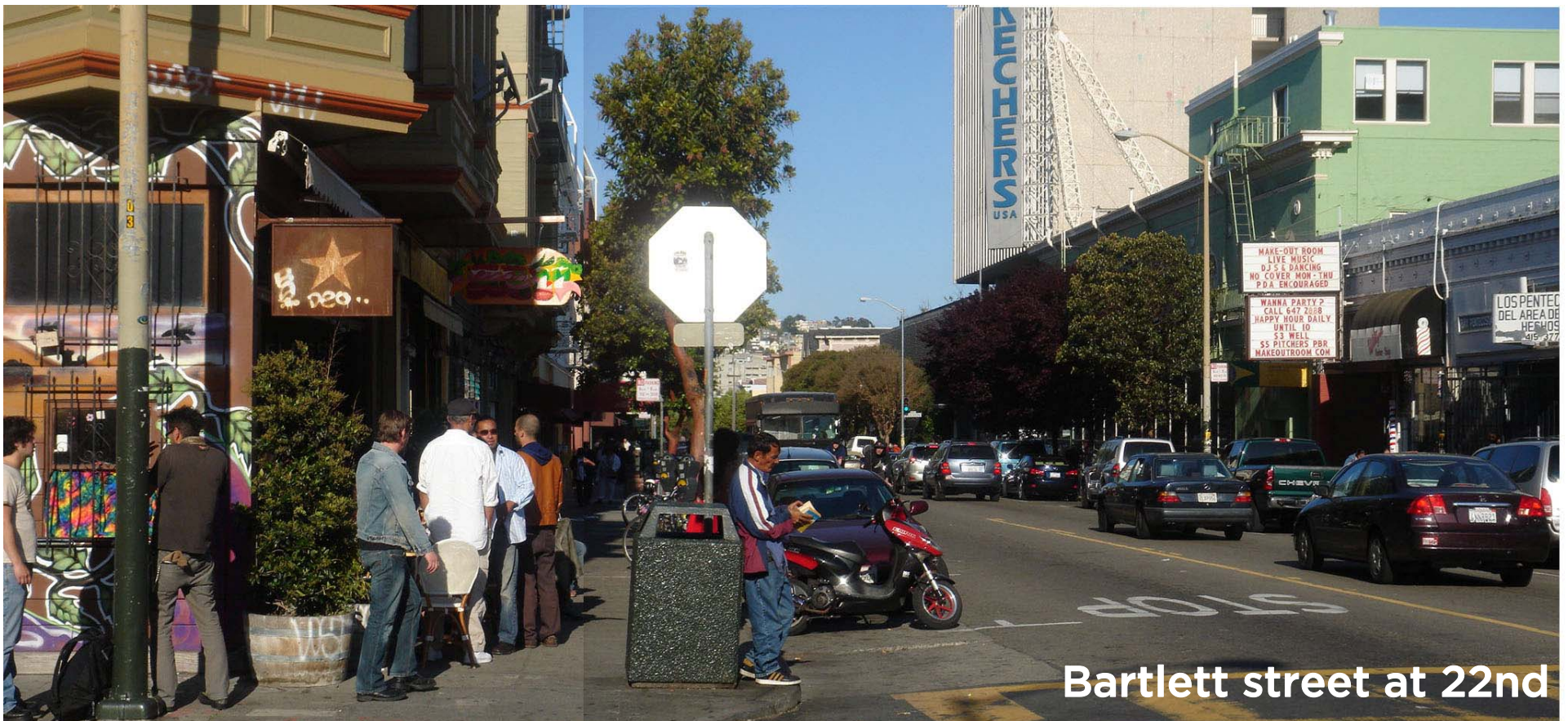
OVERVIEW: STREET TYPES

- 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



NEIGHBORHOOD COMMERCIAL STREETS

In the Mission district, neighborhood streets are lined with diverse and interesting stores that contribute to the liveliness of the neighborhood.



Bartlett street at 22nd

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

STREET ROW: 64'-80' | SPEED LIMIT: 35 mph

Main Design Treatments



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'



CORNER BULBOUTS

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



PEDESTRIAN LIGHTING

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



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.



MIDBLOCK BULBOUTS

help widen sidewalk 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 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.



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?



NEIGHBORHOOD RESIDENTIAL STREETS

In the Mission neighborhood residential streets often have overly wide lanes which could be narrowed to provide space for pocket gathering areas.



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

Neighborhood Residential

STREET ROW: 25'-60' | SPEED LIMIT: 25 mph



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 -60'
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'



Main Design Treatments

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.



CHICANE

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.



MIDBLOCK CROSSWALKS

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



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 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.



PERMEABLE DRIVEWAYS

Permeable paving often allows stormwater to flow between pavers. Permeable pavers have both ecological and aesthetic benefits, providing interesting textures in the streetscape.



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.



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.



1) Do you like the idea of creating a set of traffic calming entrances to residential streets?

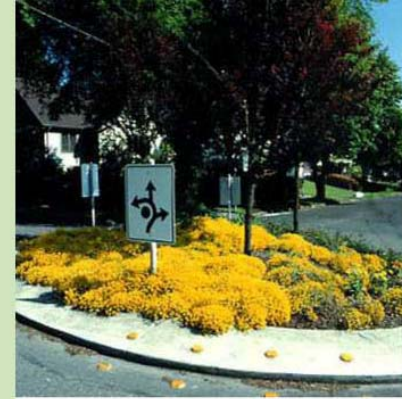
2) What types of entrances are most appropriate?

- Traffic circles
- Median Islands
- Bulb-Outs

3) What other treatments are a high priority?

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 a residential area and offer opportunities for stormwater treatment and landscaping.



CORNER or MID-BLOCK BULBOUTS

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



RESIDENTIAL THROUGHWAY STREETS

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.



Cesar Chavez Street

DESIGN GOALS: Buffer pedestrians from traffic, reduce width or number of lanes to create additional sidewalk or median space.

STREET ROW: 80'-100' | SPEED LIMIT: 45 mph

Main Design Treatments



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'



CENTER MEDIANS

are key elements of improved thoroughway 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

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



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.



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.



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.



RESIDENTIAL THROUGHWAYS questions

- 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 THROUGHWAY STREETS

Commercial thoroughways 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 thoroughways 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.

STREET ROW: 80'-100' | SPEED LIMIT: 45 mph

Main Design Treatments



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'



PEDESTRIAN LIGHTING

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



BUS BULB-OUTS

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



COMMERCIAL THROUGHWAYS questions

- 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 thoroughway 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.

STREET ROW: 64'-82.5' | SPEED LIMIT: 35 mph

Main Design Treatments



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

PLANTED AREAS

are 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 NorthEast Mission district and can become a way to engage the diverse art community that currently lives and work in the area.



LIST OF STREETS

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



PEDESTRIAN LIGHTING

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



MEDIAN ISLAND

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



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.



MIDBLOCK BULBOUTS

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



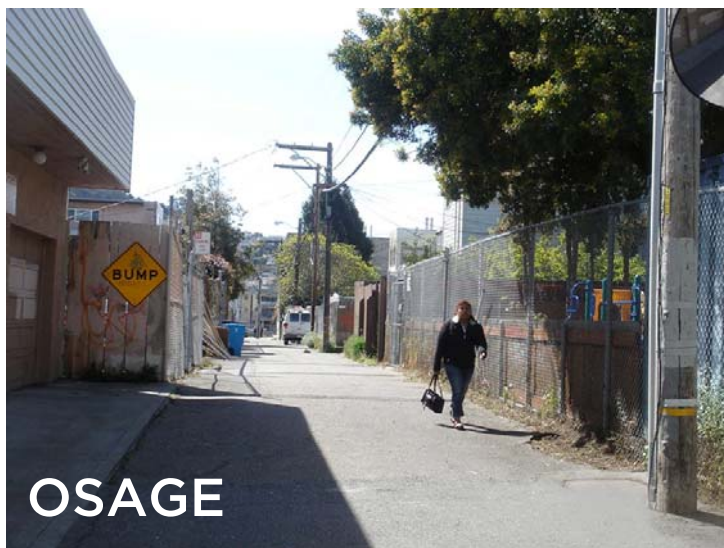
MIXED-USE STREETS questions

- 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...



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

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

Main Design Treatments



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'



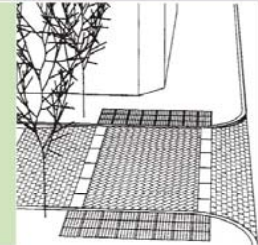
CORNER BULBOUTS

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 Balmy offer great examples of what could be implemented in the many other alleys of the neighborhood.



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



LINDEN ALLEY- proposal by David Winslow Architecture



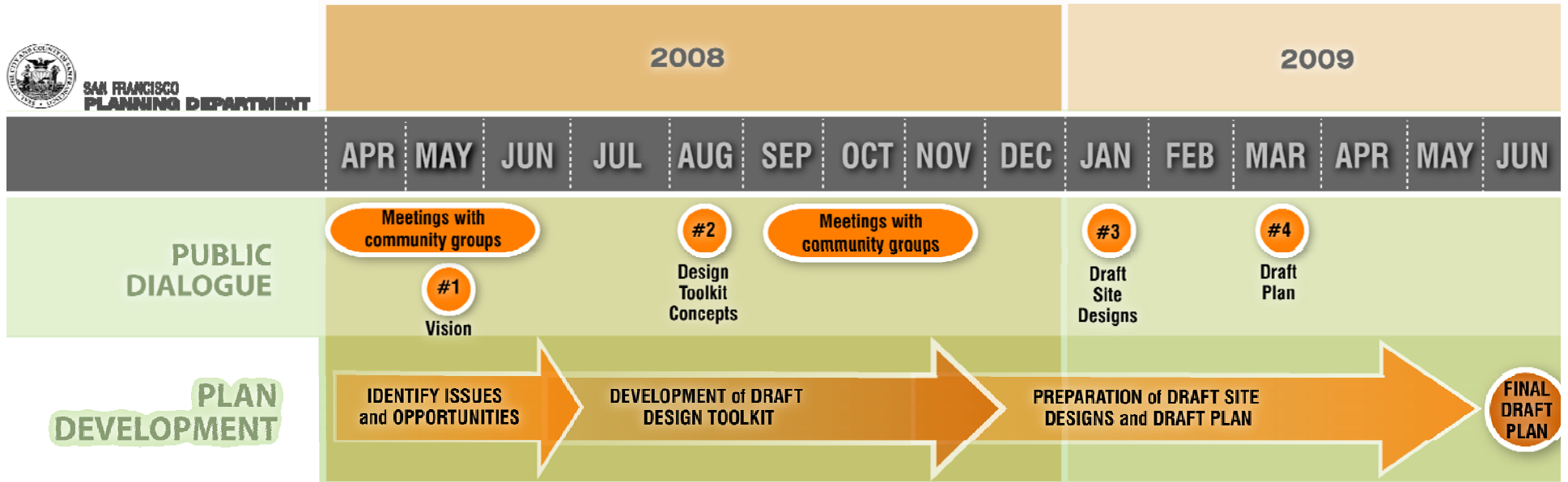
NEXT STEPS

- 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

- 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

PUBLIC OUTREACH TIMELINE

MISSION STREETSCAPE PLAN Timeline



NEXT STEPS

CESAR CHAVEZ AND VALENCIA STREET

- 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



MTA Municipal Transportation Agency



A RENEWED VALENCIA ST. STREETScape, PHASE I
SAN FRANCISCO GREAT STREETS PROGRAM



SFPD Landscape Architecture
June 2006

NEXT STEPS

THANK YOU!

<http://missionstreets.sfplanning.org>





EXERCISES

Photo courtesy of Flickr
by [krisv kwan](#)

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

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