MISSION STREETSCAPE PLAN and CESAR CHAVEZ STREET community design workshop #1

MAY 28, 2008
6:45 – 7:45: Mission Streetscape Plan
  • Presentation: Plan Overview, Neighborhood Context, Opportunities
  • Small Groups: Vision, Goals and Opportunities

7:45 – 8:00: Break for Refreshments

8:00 – 9:00: Cesar Chavez Design
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.
OVERVIEW

WHAT IS THE STREETSCAPE?
WHY DO A STREETScape PLAN?

- Address community concerns
  - Safety and comfort
  - Better public spaces
  - Greening

- Re-think the role of streets as community resources
  - Multi-modal transportation connections
  - Commercial activity
  - Community spaces
  - Ecological features
Transit First Policy: “Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.”

Better Streets Policy: “Design streets ….with… best practices in environmental planning and pedestrian-oriented, multi-modal street design, and incorporation of sustainable water management techniques…”
RELATED PLANNING EFFORTS

- Better Streets Plan
- Stormwater Design Guidelines
- DPW Great Streets: Valencia Street
- Transit Effectiveness Project
- Bicycle Plan
- Traffic Calming Program
- Safe Routes to Schools: Marshall, Flynn, Buena Vista
- Urban Forest Plan
- Eastern Neighborhoods Community Planning
- Community-led efforts
## Mission StreetScape Plan Implementation Framework

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Plan Element</th>
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<tbody>
<tr>
<td><strong>All Future Capital Projects</strong></td>
<td>Guide the Design of Street-Related Capital Projects</td>
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<tr>
<td><strong>Identified Priority Projects</strong></td>
<td>Develop Designs and Target Funding Opportunities</td>
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<td><strong>Community Efforts</strong></td>
<td>Remove Barriers and Provide Support</td>
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OVERVIEW

PUBLIC OUTREACH TIMELINE

MISSION STREETSCAPE PLAN Timeline

PUBLIC DIALOGUE

2008

APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC

#1 Meeting with community groups
Vision

#2 Design Toolkit Concepts

#3 Draft Site Designs

#4 Draft Plan

2009

JAN | FEB | MAR | APR | MAY | JUN

PUBLIC DIALOGUE

PLAN DEVELOPMENT

IDENTIFY ISSUES and OPPORTUNITIES

DEVELOPMENT of DRAFT DESIGN TOOLKIT

PREPARATION of DRAFT SITE DESIGNS and DRAFT PLAN

FINAL DRAFT PLAN
NEIGHBORHOOD CONTEXT
- Nestled between three hills
- View corridors
- Flat bicycle and pedestrian connections through neighborhood and to the North
- Topography and historic watersheds contribute to flooding
Sunny weather and protection from fog and wind support year-round use of:

- Bicycle and pedestrian facilities
- Parks and playgrounds
- Plazas and public spaces
- Café seating
COMMUNITY: LATINO HERITAGE

- Long history of immigrant settlements
- 1950s: Increased immigration from Central America and Mexico
- 2000: 50% Hispanic/Latino
- Visible in the streetscape through murals, commercial and cultural facilities, street festivals and events
27% of households in the area have children, compared with 17% Citywide

16 schools

50% of students at Flynn, Marshall and Cesar Chavez live within ½ mile of school
NEIGHBORHOOD CONTEXT

COMMUTING CHOICES

- Fewer drive alone
- More public transit
- Higher bicycle use
- Comparable walking to Citywide rates

**SF**
- Drove Alone: 40%
- Carpool: 29%
- Public Transport: 11%
- Bicycle: 9%
- Walk: 8%
- Home: 5%
- Other: 2%

**Mission**
- Drove Alone: 40%
- Carpool: 31%
- Public Transport: 6%
- Bicycle: 2%
- Walk: 2%
- Home: 4%
- Other: 2%
36% of households do not own a car, compared with 29% Citywide

Carsharing is a viable option
- Zipcar has 10 pods with 65 vehicles
- City Carshare has 18 pods with 46 vehicles
- CityCarshare has about 1,500 members in zip codes 94110 and 94103
Bicycle commuters are concentrated in the Mission District and neighboring Hayes Valley.

Walking commuters are more concentrated than in neighboring residential areas, but less concentrated than in downtown.
Local destinations allow residents to access shopping, entertainment and recreation close to home.

A mix of commercial uses along major corridors creates active street life throughout the day and evening hours.
NEIGHBORHOOD CONTEXT

WIDE STREETS AND INTERSECTIONS

- Many wide streets and intersections in the plan area

- Challenges:
  - Long crossing distances for pedestrians
  - Encourage fast-moving traffic

- Opportunities
  - Space to create new community uses
SUMMARY OF OPPORTUNITIES

- Balance auto traffic with other uses of public ROW
- Increase safety and access for all modes of transportation
- Calm traffic on residential streets
- Design public spaces for commerce and recreation
- Integrate ecological sustainability into street designs
- Provide new gateways to the neighborhood
STREET DESIGN OPPORTUNITIES
RESIDENTIAL STREET OPPORTUNITIES

- Calm fast-moving traffic
- Re-use excess roadway to create community spaces
- Add greenery and ecological features
- Explore special treatments for streets with schools or community facilities
Curb extensions slow traffic and add space for gathering or greening.

Neckdowns and median islands slow traffic at street entrances.
RESIDENTIAL STREET IDEAS

Add trees to slow traffic and create an “identity”

Utilize permeable landscapes to beautify sidewalks and reduce stormwater runoff
Create gardens or other special uses near schools or other community facilities
Create new green spaces or linear parks on wide residential streets
STREET DESIGNS IN THE NEIGHBORHOOD

COMMERCIAL STREET OPPORTUNITIES

- Increase access to destinations
- Add new gathering spaces and outdoor seating areas
- Explore flexible use of parking lanes
- Create neighborhood gateways
Add curb extensions to minimize crossing distances and provide space for community uses.
Create space for café seating where sidewalks are too narrow by designing flexible parking lanes.
TRANSIT STREET OPPORTUNITIES

- Shorten crossing distances to improve connections to transit
- Add more space to wait for buses
- Create “super stops” with more information and amenities
Add bus bulb-outs and amenities on transit priority streets
STREET DESIGNS IN THE NEIGHBORHOOD

ALLEY OPPORTUNITIES

- Create pedestrian-oriented streets that provide connections and gathering spaces
- Bring art and more greening in the neighborhood
- Add stormwater features where appropriate
ALLEY IDEAS

Public art and special paving signal Balmy Alley is a community space.
COMMUNITY SPACE OPPORTUNITIES

- Re-use “wasted” space for plazas or pocket parks
- Create opportunities for interaction and community gathering
- Add greenery to places with excess pavement
- Reduce pollution and ecologically manage stormwater
STREET DESIGNS IN THE NEIGHBORHOOD

COMMUNITY SPACE IDEAS

Excess ROW transformed into public plaza with curbs in Manhattan

Parking lot painted green and transformed into public plaza in Dumbo, Brooklyn
STREET DESIGNS IN THE NEIGHBORHOOD

STREET CLOSURE OPPORTUNITIES

- Explore opportunities for design supportive of street closures for commerce or community celebrations.
Weekly street closure: Farmer’s Market
STREET CLOSURE IDEAS

Street closure: Belden Lane, San Francisco
GROUP EXERCISE

- Vision for Streets
  - How should they look and feel? What activities and uses should they accommodate? What should be prioritized?

- Favorites and Least Favorites

- Mapping the Vision
  - Intersections
  - Streets (including sidewalks, alleys, plazas)
  - Special Uses
  - Identity and Character
NEXT STEPS
NEXT STEPS

- Summarize Feedback from workshop
- Develop neighborhood framework plans
- Design Alternatives:
  - Streets by type
  - Detailed designs for priority projects
- Next workshop:
  - Draft street design alternatives
  - Trade-offs
NEXT STEPS

THANK YOU!

http://missionstreets.sfplanning.org