



SAN FRANCISCO PLANNING DEPARTMENT

Mission Streetscape Plan Community Design Workshop #2 – 08.20.08

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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:

PRIORITY #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

PRIORITY #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

PRIORITY #3: GREEN THE NEIGHBORHOOD

Implement a neighborhood-wide planting program per the Urban Forest Plan

PRIORITY #4: IMPROVE PEDESTRIAN ROUTES

Emphasize pedestrian improvements on important commercial and transit streets, including Mission St., Valencia St., 16th St. and Potrero Avenue

PRIORITY #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

PRIORITY #6: UTILIZE FLEXIBLE PARKING LANES (*Tied with priority #5*)

Judiciously utilize select on-street parking spaces for temporary or permanent planting, bicycle parking, sidewalk

Policy	Comments
A. Multi-Modal	
A1. Emphasize pedestrian improvements on important commercial and transit streets, including Mission St., Valencia St., 16 th St. and Potrero Avenue	<i>- Widen sidewalks where necessary</i>
A2. Connect existing and new open spaces with a network of living streets that include streetscape improvements and pocket parks	
A3. Create a network of pedestrian-focused green alleys with raised crosswalks or other gateway treatments at entrances	
A4. Expand the existing network of bicycle facilities to 17 th Street, 26 th Street, Cesar Chavez, Shotwell Street, Capp Street and Treat Avenue, per the Bicycle Plan	
A5. Implement street improvements that support the Transit Effectiveness Project’s identified transit network, including Mission St., 16 th St. and Potrero Avenue	
A6. Minimize the impact of throughway traffic on South Van Ness and Guerrero Street	<i>- Add Cesar Chavez Street</i> <i>- Limit the size of trucks</i>
<i>- Implement “road diet” on South Van Ness, Folsom and Guerrero Street</i>	
<i>- Create spaces for a taxi stand</i>	
<i>- Time traffic lights differently</i>	
B. Green	
B1. Implement a neighborhood-wide planting program per the Urban Forest Plan	<i>- Consistency in plant in tree species is important</i> <i>- Utilize indigenous tree and plant species</i>
B2. Prioritize creating a continuous canopy of trees on throughway streets to buffer	

community uses from through traffic	
B3. Through a public-private partnership, support efforts to make the Mission District a model for sustainable stormwater management	
C. Community-Focused	
C1. Create new community spaces by re-using excess portions of right-of-way	
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	
C3. In protected residential areas, restrict and discourage traffic speed and volume by every means possible, creating safe and inviting spaces for community use	
C4. Encourage socially-engaging design on sidewalks adjacent to active uses, including seating opportunities, landscaping, and display of goods	
C5. Support and create more space for street vendors, including a new weekly street market on Bartlett Street	- <i>Include BART stations</i>
C6. Judiciously utilize select on-street parking spaces for temporary or permanent planting, bicycle parking, sidewalk extensions or café seating	
- <i>widen sidewalks for permanent café seating, greening and gathering space</i>	
D. Safe and Enjoyable	
D1. Shorten crossing distances at wide	- <i>Utilize in-pavement flashers at key</i>

intersections and introduce pedestrian count-down signals to improve pedestrian safety	<i>locations, including 19th and Dolores Street</i> <i>- Design should indicate traffic speed of street</i>
D2. Utilize pedestrian-scale street lighting to improve safety for pedestrians on routes that connect to transit and other important destinations	<i>- Utilize lighting that minimizes light pollution</i> <i>- Create a street lighting plan for the neighborhood</i>
E. Well-Maintained	
E1. Develop a maintenance plan for existing and future street improvements	<i>- Specifically street cleaning</i>
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	<i>- Keep eclectic character of Mission</i>
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	<i>- More appropriate for SOMA, but not the in the Mission</i>
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

Throughways

STREET ROW: 80'-100'

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.



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.



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 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.



PEDESTRIAN LIGHTING

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



STREET FURNISHING

TRANSIT AMENITIES

BUS BULB-OUTS

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



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 and greenery
 - pedestrian lighting
 - mid-block crossings
 - lighting at 27th Street near freeway

- Guerrero and South Van Ness (both streets):
- medians
 - trees
 - pedestrian-scale lighting
 - improved crossings, with high-visibility crosswalks
 - sidewalks should be twice as wide
 - traffic is too fast, need to calm traffic
 - corner bulb-outs
 - benches
 - road diets (also on Folsom Street)
 - prohibit parking 25' from intersections

Guerrero:

- loud, traffic
- medians are too narrow, doesn't feel safe
- trees and greenery (extend median greening)
- improving the crossings across Guerrero is more important than improvements along the street
- speed humps to enforce speed limit
- pedestrian lighting

Potrero:

- not human scale
- plantings needed, horticultural elements

Dolores:

- extend islands

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

- pedestrian lighting - decorative lampposts, simple, classic
- feels unsafe at night when stores close
- design should be simple, clean, classic, bright
- bus stops with special lighting
- roll down gates: incentivize removal or murals
- add bulb-outs with seating on side streets where they intersect with Mission Street
- more seating at 24th Street BART station, create pedestrian scramble at intersection
- mosaic tiles embedded in sidewalk, preserve terrazo treatments in storefronts
- existing look grungy, revamp and replace existing identity
- steam clean
- not too matchy-matchy
- have some "Mission" aesthetic
- great example for design ideas is the playground on 24th (Bryant and York)
- need to fill storefronts -- could be temporary art exhibits
- landmark Balmy Alley
- bulb-outs at bus stops
- architecture, materials and building design, signage requirements
- trees: make it feel distinct, use flowering trees, trees with big leaves, cotinue the palms

LIST OF STREETS

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

COMMERCIAL
16TH STREET - '
MISSION -80'
POTRERO -80'



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
- want bus bulb-outs
- mid-block crossing 16th and Potrero
- steam clean streets
- require property owners to replace granite curbstones
- replacement sidewalk should match -- make it easy to match existing sidewalks

Main Design Treatments

Neighborhood Commercial

STREET ROW: 64'-80'

TRAFFIC CALMING

CORNER BULBOUTS

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



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 FURNISHING

PEDESTRIAN LIGHTING

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



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.



STREET CLOSURE

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



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 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
- 16th 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

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:

- 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
-

3. Other comments/ feedback?

Comments:

- Improve 16th Street transition east and west of Mission Street
- Gateway plaza on Treat and 17th Street

Main Design Treatments

Neighborhood Residential

STREET ROW: 25'-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.



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.



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 often 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.



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.



YOUR COMMENTS AND FEEDBACK

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
- 19th 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

3. What other improvements are a priority?

- 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
- pocket parks
- appropriate street lighting for residential areas

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'

4. Other comments or feedback?

- Street diverters, as in Palo Alto and Berkeley
- speed hump 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

Main Design Treatments

Mixed Use Street Type

STREET ROW: 64'-82.5'

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.



YOUR COMMENTS AND FEEDBACK

1. What improvements from the toolkit are high priority?

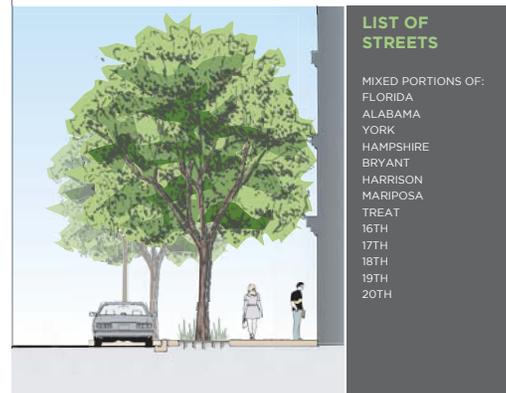
- liven area in the evening with lighting, use pedestrian-scale lighting
 - at least one street well-lit and safe for walking (17th Street)
- perpendicular parking
 - in partnership with greening (intersperse trees into the parking)
 - on one side of the street, with wider sidewalks on the other
- streets 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
- Shotwell 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 plaques
- 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

3. Other comments or feedback?

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



LIST OF STREETS

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

Main Design Treatments

Alley Street Type

STREET ROW: 15'-25'

TRAFFIC CALMING

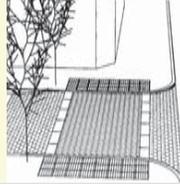
CORNER BULBOUTS

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.



RAISED CROSSING AT ENTRANCE

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



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.



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.



FURNISHING AND ART

ART

Murals and other public art are integral part of the Mission District. Alleys like Clarion or Saintry 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



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'