

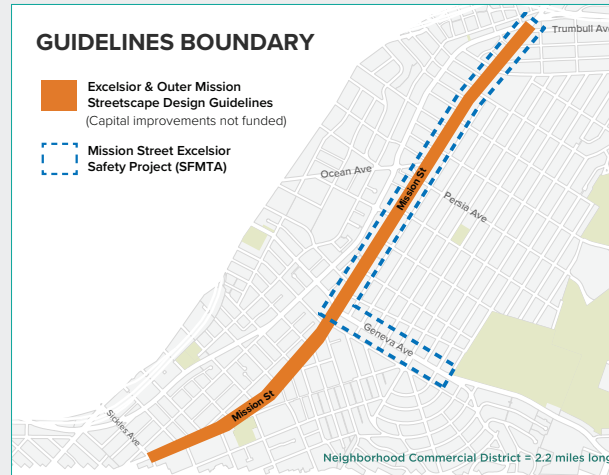
1. INTRODUCTION: STREETSCAPE DESIGN GUIDELINES

PURPOSE

The Excelsior Outer Mission (EOM) Streetscape Design Guidelines are an inter-agency effort to improve the safety, visual quality, and community character of the Mission Street corridor and surrounding area. The guidelines will reflect the community vision developed through the **Excelsior & Outer Mission Neighborhood Strategy**.

The goal of the EOM Streetscape Design Guidelines is to create a unified vision for near and long-term streetscape improvements on Mission Street. Examples of streetscape design concepts may include pedestrian and transit-bulb-outs, greening, lighting, streetscape furnishings, and community identity elements.

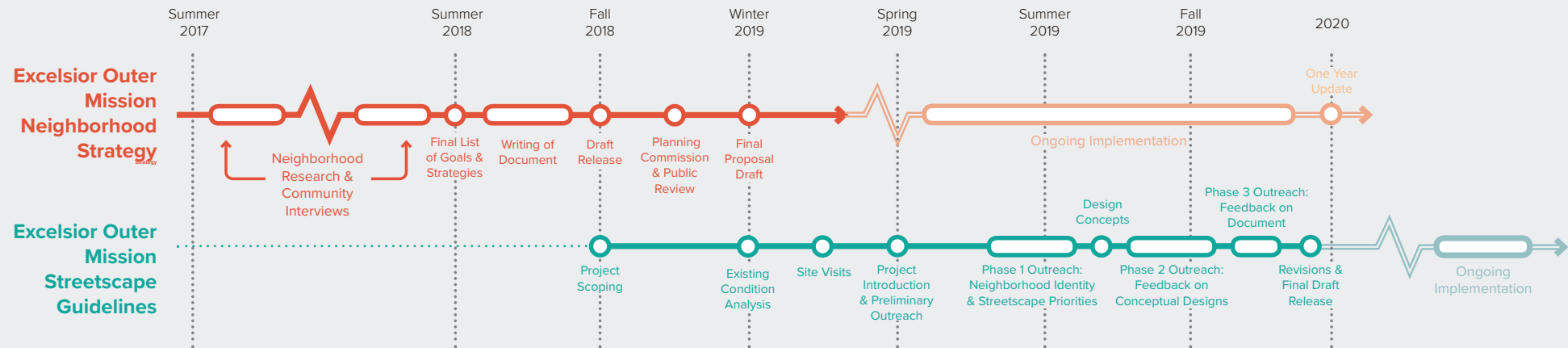
WHERE?



Streetscape: the area between building frontages and the curb (i.e., the sidewalk, where most streetscape elements are located: street trees, lighting, sidewalk paving, site furnishings). However, the guidelines may be referenced on other public spaces beyond the streetscape, such as alleyways and plazas.

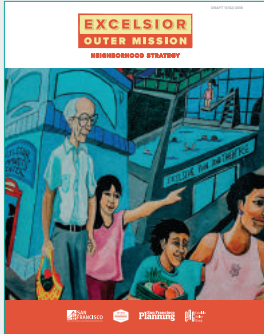


PROJECT TIMELINE



2. BACKGROUND: NEIGHBORHOOD STRATEGY

GUIDING PRINCIPLES



The Neighborhood Strategy visioning process required ongoing dialogue between City officials and the community to consider practical approaches to implement the necessary public improvements and investments. The main categories discussed during this process were: Business & Service Provider Support, Public Realm, Land Use & Housing, and Mobility.

Several goals were developed for each category through the EOM Neighborhood Strategy Working Group sessions, which reflect input received through community outreach and the focused conversations from the Strategy's Working Group sessions. The goals relevant to the streetscape and its relation to other vital neighborhood functions (like commerce and mobility) were highlighted as the driving principles used to develop the Streetscape Design Guidelines.



Images from EOM Neighborhood Strategy Working Group sessions and community outreach.

PUBLIC REALM

PUB 1



Clean, green, and maintain the public realm

PUB 2



Reinforce a sense of place, celebrate multicultural community character along Mission Street corridor

PUB 3



Build a coherent network of vibrant public spaces integrated and connected to surroundings

MOBILITY

MOB 1



Walking in and around the Mission neighborhood commercial district (NCD) is safe, convenient, inviting, and enjoyable

MOB 2



Promote complete streets that balance the diverse needs of users of the public right-of-way

BUSINESS AND SERVICE PROVIDERS

BIZ 2



Improve the business environment of the commercial district so it is a place where businesses and services can thrive



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San Francisco
Planning

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Official Economic and Workforce Development



San Francisco
Department of
Public Works

SFMTA

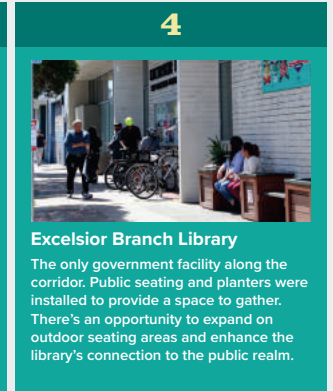
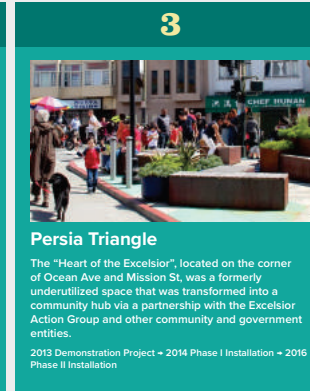
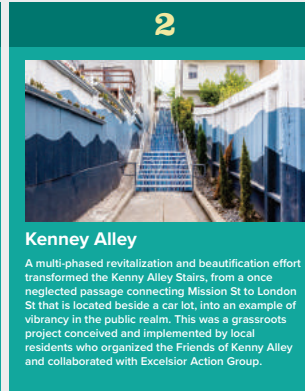
For more information and to sign up for project updates, visit:

sfplanning.org/excelsior-outer-mission-streetscape-design-guidelines

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STREETSCAPE DESIGN GUIDELINES
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3. EXISTING CONDITIONS: PUBLIC REALM

RECENT COMMUNITY-LED IMPROVEMENT EFFORTS



CHALLENGES & OPPORTUNITIES

Identified through the Excelsior & Outer Mission Neighborhood Strategy outreach efforts.

	Place	Comfort	Delight	Safety
Challenges	<p>Few public open spaces along the commercial corridor or in other parts of the neighborhood</p>	<p>Around bus shelters, wider sidewalk would benefit both bus passengers and passers-by</p>	<p>Inactive facades and storefronts</p>	<p>Trees and plantings in poor condition or dead</p>
Opportunities	<p>Support temporary activation (e.g., Sunday Streets)</p>	<p>Community revitalization projects (e.g., Kenney Alley)</p>	<p>Pedestrian and transit bulb-outs</p>	<p>Public amenities</p>
	<p>Improve facades, signage and murals</p>	<p>Clean, replant, and maintain trees and plantings</p>	<p>Lighting, active storefronts, and clear walkways</p>	<p>Traffic calming (e.g., signalized crossings, bulb-outs, etc.)</p>



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4. COMMUNITY OUTREACH TIMELINE

Project Introduction

Conceptual Streetscape Design Feedback

Preliminary outreach was conducted between March and May 2019. The goal of this outreach was to introduce and kick off the development of the Excelsior Outer Mission Streetscape Design Guidelines. During this period, San Francisco Planning also met with neighborhood groups to gauge interest and collect feedback on the outreach strategy and materials.



SUNDAY STREETS

March 31, 2019 - SF Planning attended Sunday Streets in Excelsior to promote the EOM Streetscape Guidelines and encourage attendance at the Open House.



Y-PLAN MONROE ELEMENTARY

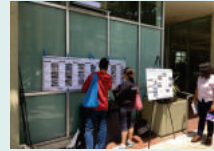
April - May, 2019 - In partnership with UC Berkeley's Y-Plan, SF Planning worked with 2nd-4th graders to develop a vision for Mission Street through physical models, posters, and surveys.



Phase 1 Outreach:

Neighborhood Identity and Streetscape Priorities

Between June and July 2019, San Francisco Planning conducted outreach to understand where along Mission Street streetscape improvements would be most beneficial for the community, which streetscape elements would be most useful, and which elements strengthen neighborhood identity. The feedback informed the conceptual design.



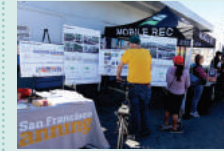
EXCELSIOR BRANCH LIBRARY POP-UP

July 27, 2019 - SF Planning hosted a pop-up table at the Excelsior Library to launch community survey #1 and solicit feedback on streetscape priorities and the neighborhood identity. Staff encouraged library attendees and passersby to fill out the survey.



EXCELSIOR BRANCH LIBRARY DROP-IN

July 24, 2019 - SF Planning and Public Works held a drop-in event to collect feedback on design concepts developed for Mission Street that reflected the community survey #1 results and community input from previous outreach.



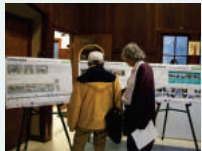
SUNDAY STREETS

October 20, 2019 - SF Planning attended Sunday Streets in the Excelsior to collect feedback on conceptual streetscape designs and encourage attendance at the Final Open House.



SITE VISITS

March 19, 2019 - SF Planning and Public Works conducted multiple site visits to photograph and assess the existing conditions of the neighborhood.



PROJECT INTRODUCTION OPEN HOUSE

April 10 & 13, 2019 - SF Planning and Public Works kicked off the EOM Streetscape Design Guidelines by introducing it at the SFMTA Traffic Safety Project Open House.



NEIGHBORHOOD GROUP MEETINGS

April-July, 2019 - SF Planning and Public Works met with neighborhood groups (e.g. Excelsior Action Group, Excelsior District Improvement Association, PODER SF, Excelsior Works! and District 11 Council) to introduce and collect feedback for the EOM Streetscape Design Guidelines outreach strategy.



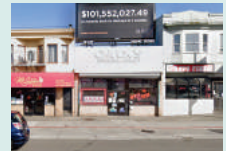
4TH OF JULY BALBOA PARK PICNIC

July 4, 2019 - SF Planning attended the 4th of July Balboa Park Picnic to talk to families about EOM Streetscape Design Guidelines and encourage attendees to the survey.



CONCEPTUAL STREETScape DESIGN FEEDBACK

September 18, 2019 - SF Planning launched a community survey #2 online to collect feedback on conceptual streetscape designs.



FINAL OPEN HOUSE

November 7, 2019 - SF Planning, Public Works, SFMTA, OEWD, and the Supervisor's office hosted an open house to reveal the final draft of the Excelsior Outer Mission Streetscape Design Guidelines.

Spring 2019

Summer 2019

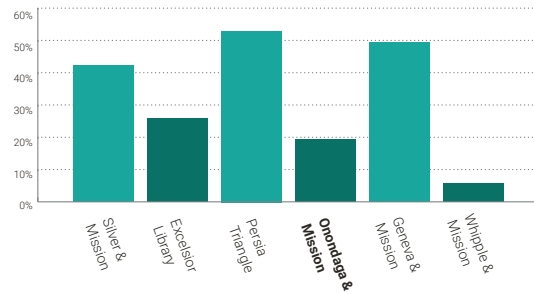
Fall 2019

5. COMMUNITY VISION: WHAT WE HEARD

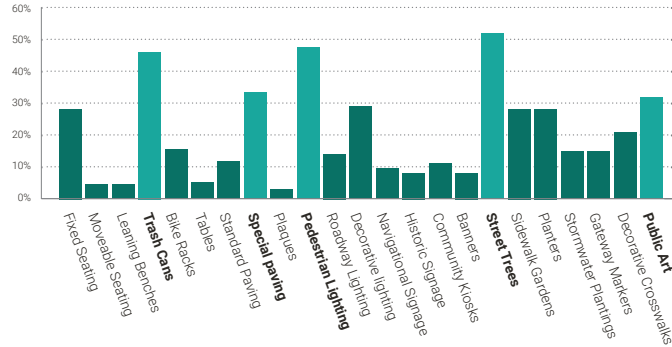
PHASE 1 OUTREACH FEEDBACK / COMMUNITY SURVEY #1 RESULTS (144 RESPONDENTS)

During Phase 1 Outreach, SF Planning launched community survey #1 in late June 2019 to collect feedback on the community's priorities for locations of streetscape improvements, types of streetscapes amenities, and neighborhood identity. The survey received 144 respondents. Public Works used the survey results to develop a streetscape design concepts for Mission Street and selection of materials and streetscape elements.

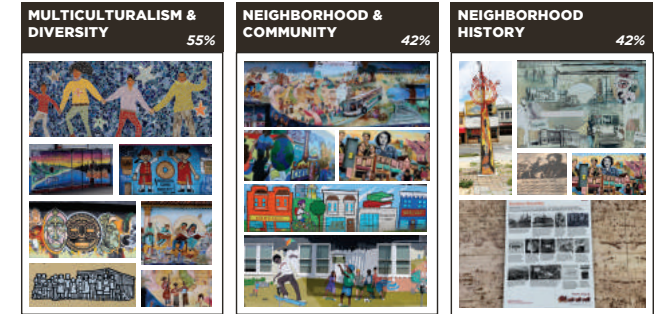
Q1: "Where on Mission Street would streetscape improvements be most beneficial for the community?"



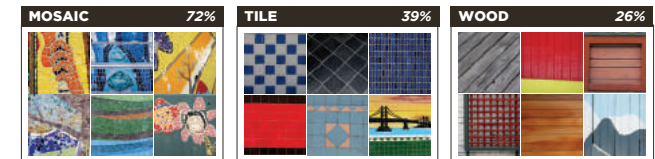
Q2: "Which five streetscape elements would benefit the community the most if introduced, upgraded, or more were added to Mission Street?"



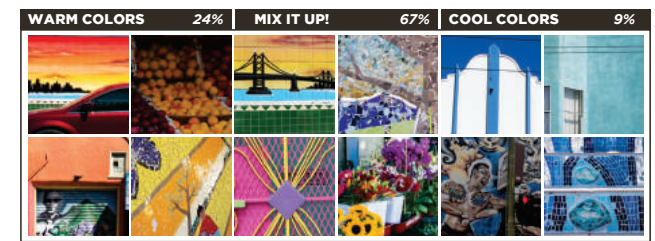
Q3: "Which themes best reflect Excelsior's identity?" Top 3 choices



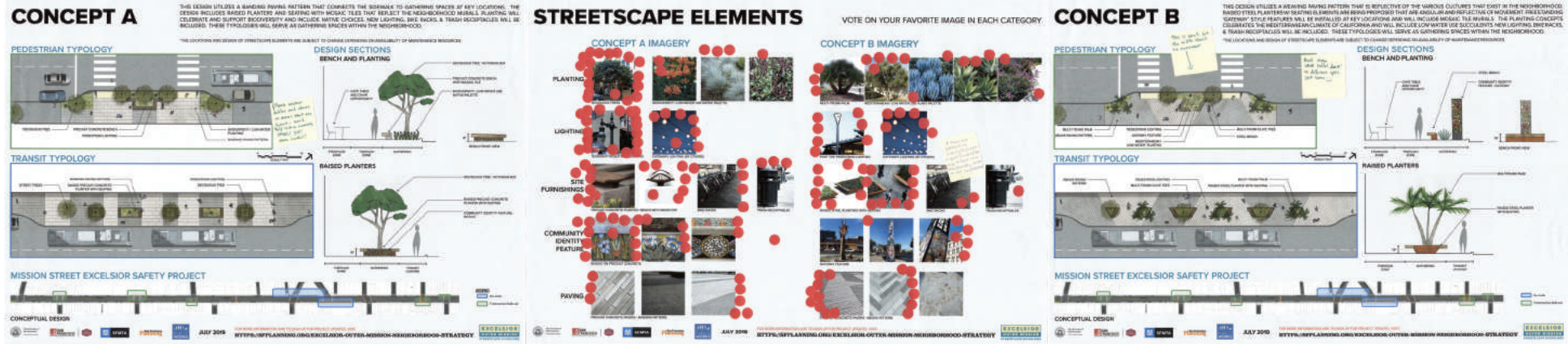
Q4: "Which set of textures and materials best reflect Excelsior's identity?" Top 3 choices



Q5: "Which color palette best reflects Excelsior's identity?"



PHASE 2 OUTREACH FEEDBACK / COMMUNITY SURVEY #2 RESULTS (144 RESPONDENTS)



"MAKE THINGS EASY TO CLEAN AND MAINTAIN."

"AT SOME POINT, A NEIGHBORHOOD SQUARE OR PARK WOULD BE GREAT."

"I LIKE CONCEPT A. THE MORE CLASSIC FEEL BUT I LOVE THE ART AND DESIGN CONCEPT OF CONCEPT B. IF I HAVE TO CHOOSE, I STILL PICK A. COLORFUL. NATIVE PLANTS. LESS MAINTENANCE."

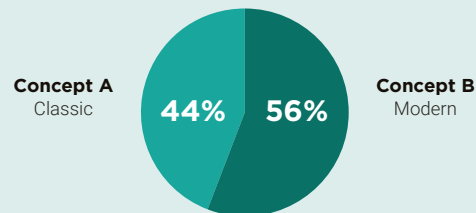
"MULTI-GENERATIONAL COMMUNITY ENGAGEMENT, FARMER'S MARKET, ENTERTAINMENT, ETC. COULD ALL TAKE PLACE HERE [BY GENEVA MISSION]. IT WOULD TRANSFORM THE [SPACE]."

"**MOSAICS! LIGHTS FOR SAFE WALKING AT NIGHT.**"

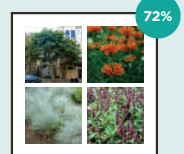
"MORE TRASH
RECEPTABLES!
THANKS."

"MORE TRASH CANS AND STREET LIGHTS (SOME AREAS ARE REALLY DARK AT NIGHT). REGULAR POWER WASHING."

Q1: "Which overall design concept do you prefer?"

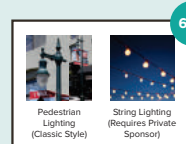


Q2: "Which planting selection do you prefer?"



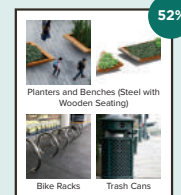
Biodiversity & Native Plantings

Q3: "Which lighting selection do you prefer?"



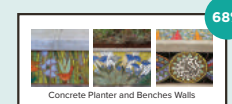
Classic Style Lighting

Q4: "Which site furnishing selection do you prefer?"



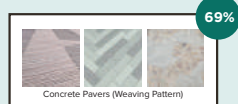
Steel & Wood

Q5: “Which community identity feature selection do you prefer?”



Mosaic on Benches & Planter Walls

Q6: "Which paving selection do you prefer?"

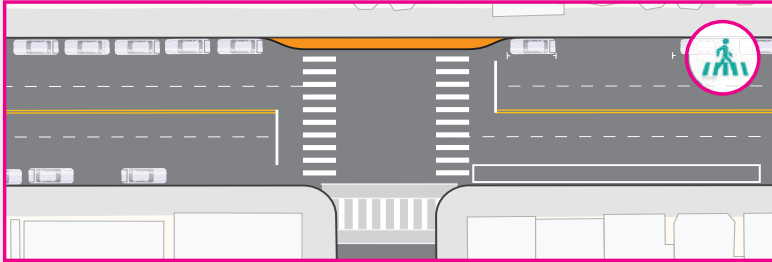


Weaving Pattern Pavers

7. DESIGN: STREETSCAPE TYPOLOGIES

A streetscape typology identifies a type of intersection, in this case along the Mission Street corridor, from Trumball St to Sickles Ave. These typologies propose a standard treatment and layout for street furniture, sidewalk pavers, trees, and seating elements.

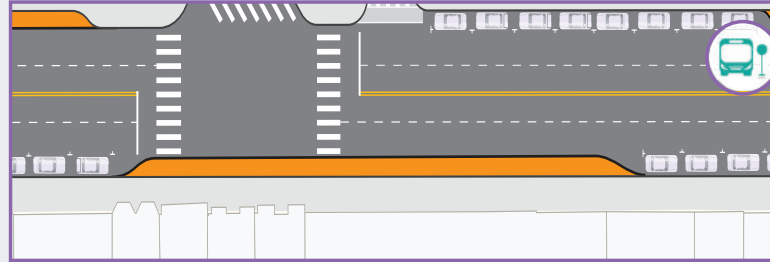
Pedestrian Bulb-Out Typology



(SIDEWALK EXTENSION AT T-INTERSECTION)

A pedestrian bulb-out is used to improve the walking conditions and safety of pedestrians. For this typology, the bulb-out spans two crosswalks at a typical "T" intersection, and can provide amenities for the public to pause and additional space that could be activated by adjacent businesses (e.g. sidewalk cafes). "T" intersections may include corner bulb-outs where SFMTA considers feasible.

Transit Bulb-Out Typology



(SIDEWALK EXTENSION AT TRANSIT STOP)

This typology prioritizes passenger loading, while providing additional options for seating, as well as greening. The proposed streetscape amenities can also be adapted to reflect the neighborhood's identity.

HOW A CORRIDOR COMES TOGETHER

Streetscape elements can serve as neighborhood anchors, reflect cultural identity, and provide opportunities for greening and gathering while addressing the community's needs and desires. Here are some examples of City-installed projects using streetscape elements, similar to the ones proposed in these Guidelines. Each of these projects utilized similar funding sources and maintenance partnerships.

24TH STREET URBAN VILLAGE STREETSCAPE PROJECT

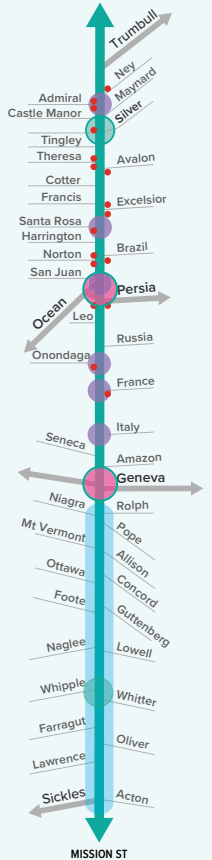
This project was funded by the 2011 Road Repaving and Street Safety Bond (Prop B) in partnership with SFMTA, as some signal work was included. The scope included sidewalk widenings at Sanchez and Castro Streets, decorative crosswalks and site furnishings. The project is maintained jointly by Public Works and Noe Valley Association.



● SEATING ● SIDEWALK ● LIGHTING ● GREENING ● FURNISHING ● SIGNAGE ● IDENTITY * MAINTENANCE AGREEMENT PLAN REQUIRED

OCEAN AVENUE STREETSCAPE IMPROVEMENTS PROJECT

Planning, design and construction and was funded by the 2011 Road Repaving and Street Safety Bond (Prop B). The contract had 1 year of maintenance/plant establishment and then the Ocean Ave Community Benefit District took over maintenance.



PROPOSED UNDER SFMTA'S SAFETY PROJECT

- Pedestrian Bulb-out
- Transit Bulb-out
- Corner Bulb-out

IDENTIFIED BY THE COMMUNITY

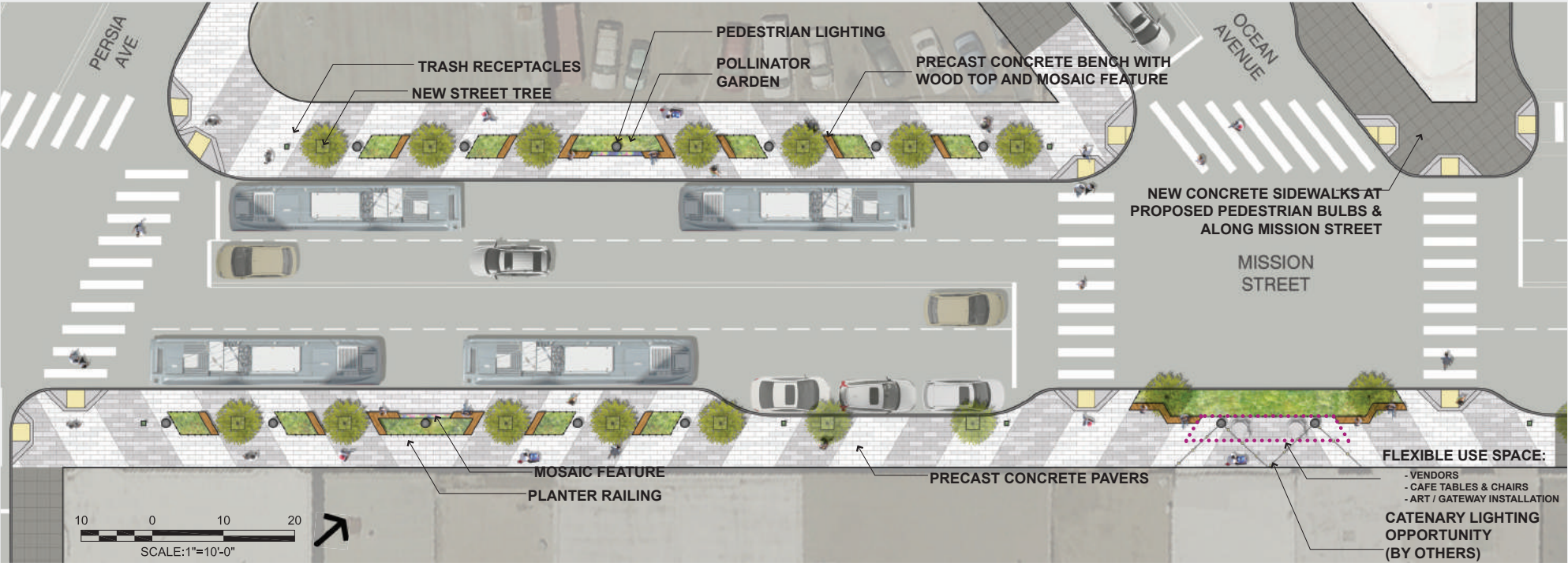
- Neighborhood Gateway

Additional safety improvements for this area will need further study

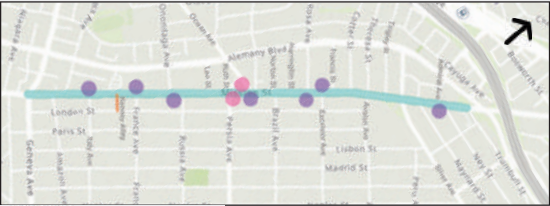
8. PERSIA TRIANGLE: TRANSIT & PEDESTRIAN IMPROVEMENTS

THIS OPTION REQUIRES A MAINTENANCE PARTNERSHIP:

Design Narrative:
The design utilizes a weaving paving pattern that is reflective of the various cultures that exist in the neighborhood and includes precast concrete bench seating walls with opportunities for tile murals throughout the corridor. Planters will celebrate biodiversity and will function as pollinator gardens at transit and pedestrian bulbouts. Seating has been provided within the sidewalk that will provide a place for transit riders and the public to meet, greet, and interact in order to strengthen the sense of community. Infill street trees and pedestrian lighting will be provided to help support a more welcoming corridor.



KEY MAP



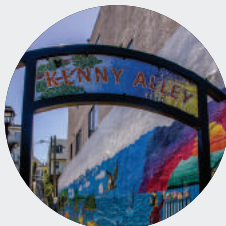
INSPIRATIONAL IMAGERY



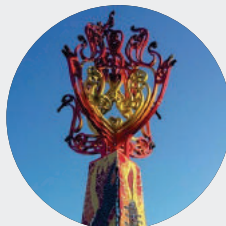
Persia Triangle



Multicultural Neighborhoods



(E) Community Driver Improvements



Markers / Gateways



Murals



NOV 2019

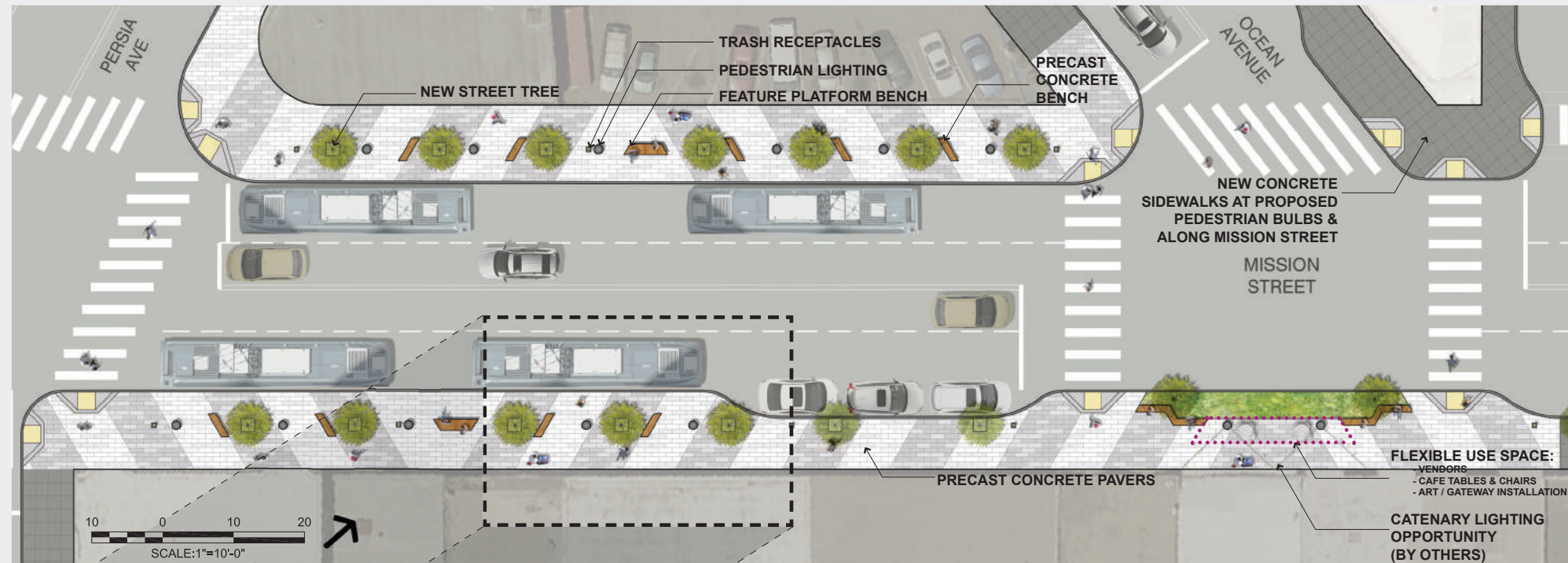
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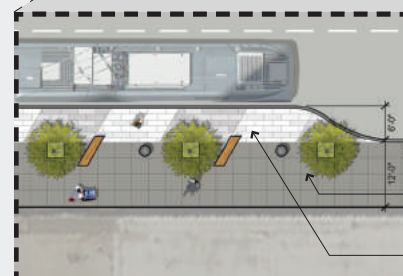
9. PERSIA TRIANGLE: TRANSIT & PEDESTRIAN IMPROVEMENTS

THIS OPTION REQUIRES LESS MAINTENANCE SUPPORT:



CONCEPTUAL DESIGN IF LIMITED FUNDING AVAILABLE

INSPIRATIONAL IMAGERY



NEW CONCRETE SIDEWALKS AT PROPOSED PEDESTRIAN BULBS IN LIEU OF PAVERS

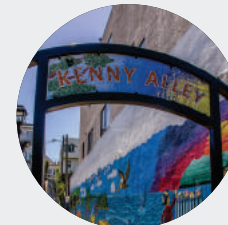
PRECAST CONCRETE PAVERS AT FURNISHING ZONE ONLY



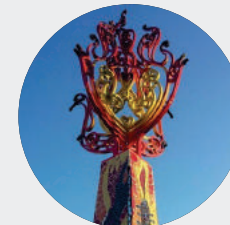
Persia Triangle



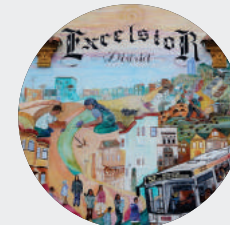
Multicultural Neighborhoods



(E) Community Driver Improvements



Markers / Gateways



Murals



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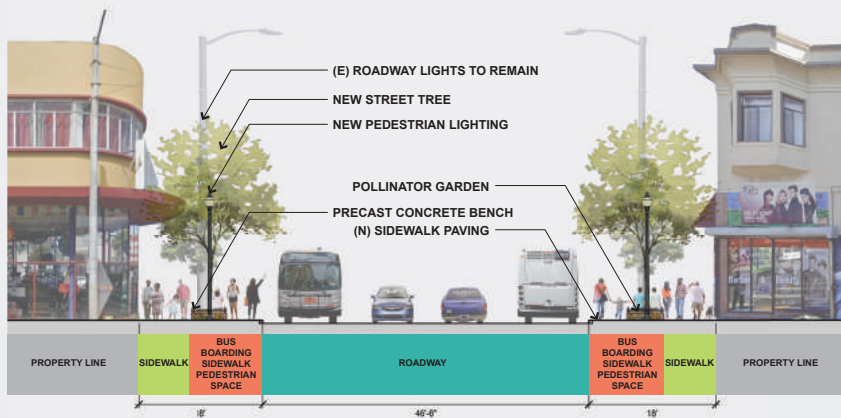
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10. PERSIA TRIANGLE: TRANSIT & PEDESTRIAN IMPROVEMENTS

EXISTING SECTION



PROPOSED SECTION

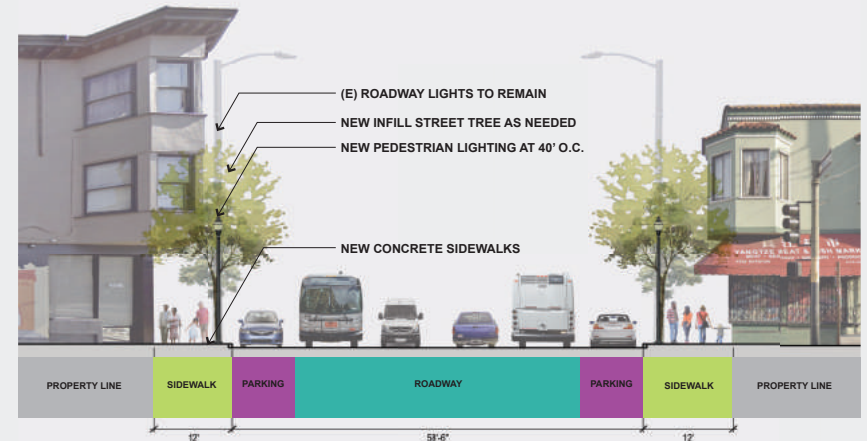


TYPICAL SIDEWALK: MIDBLOCK

EXISTING SECTION



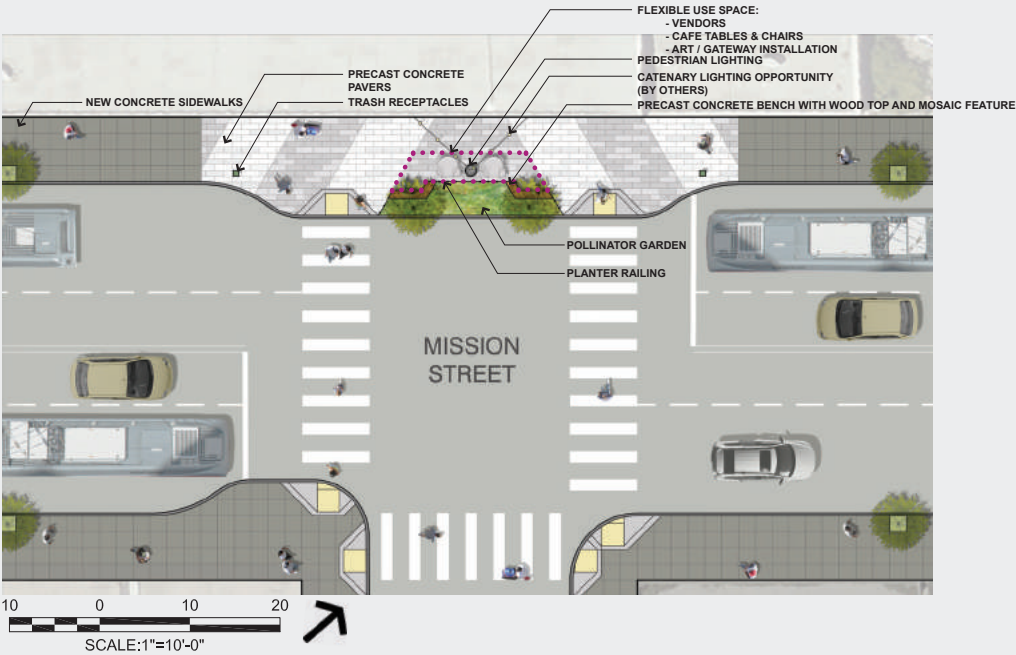
PROPOSED SECTION



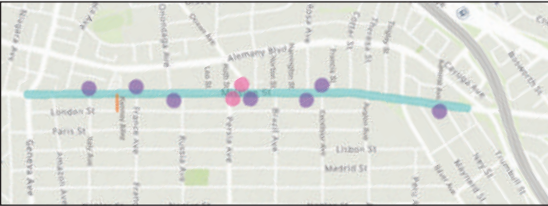
11. TYPICAL PEDESTRIAN BULB-OUT TYPOLOGY

Design Narrative:

Similar to the Persia Triangle Transit & Pedestrian Improvements proposal. These Bulbs will not only improve Pedestrian Safety, but also function as outdoor “living” rooms for the community.



KEY MAP



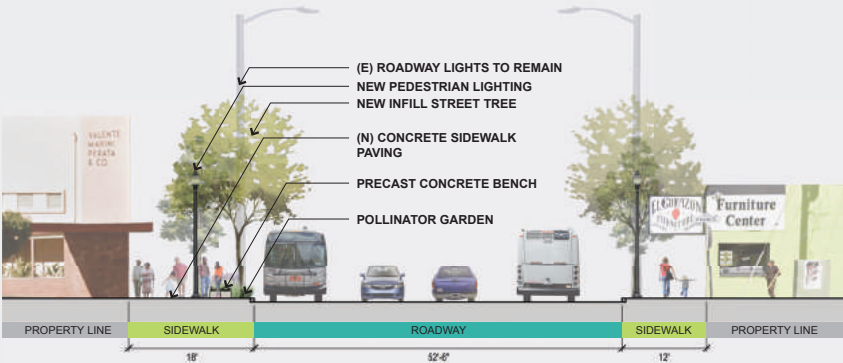
LEGEND

- PEDESTRIAN BULB-OUT
- TRANSIT BULB-OUT

EXISTING SECTION

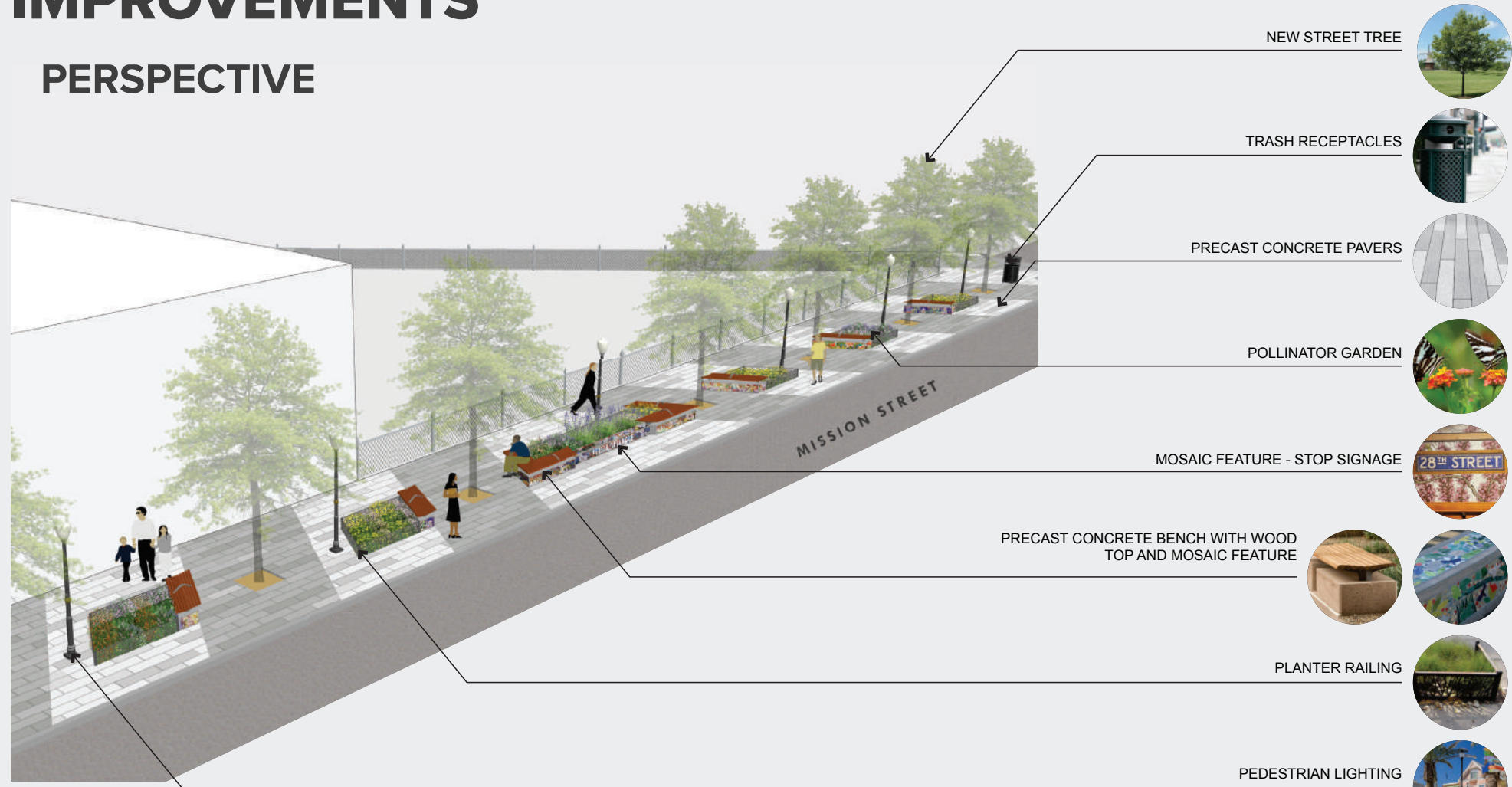


PROPOSED SECTION



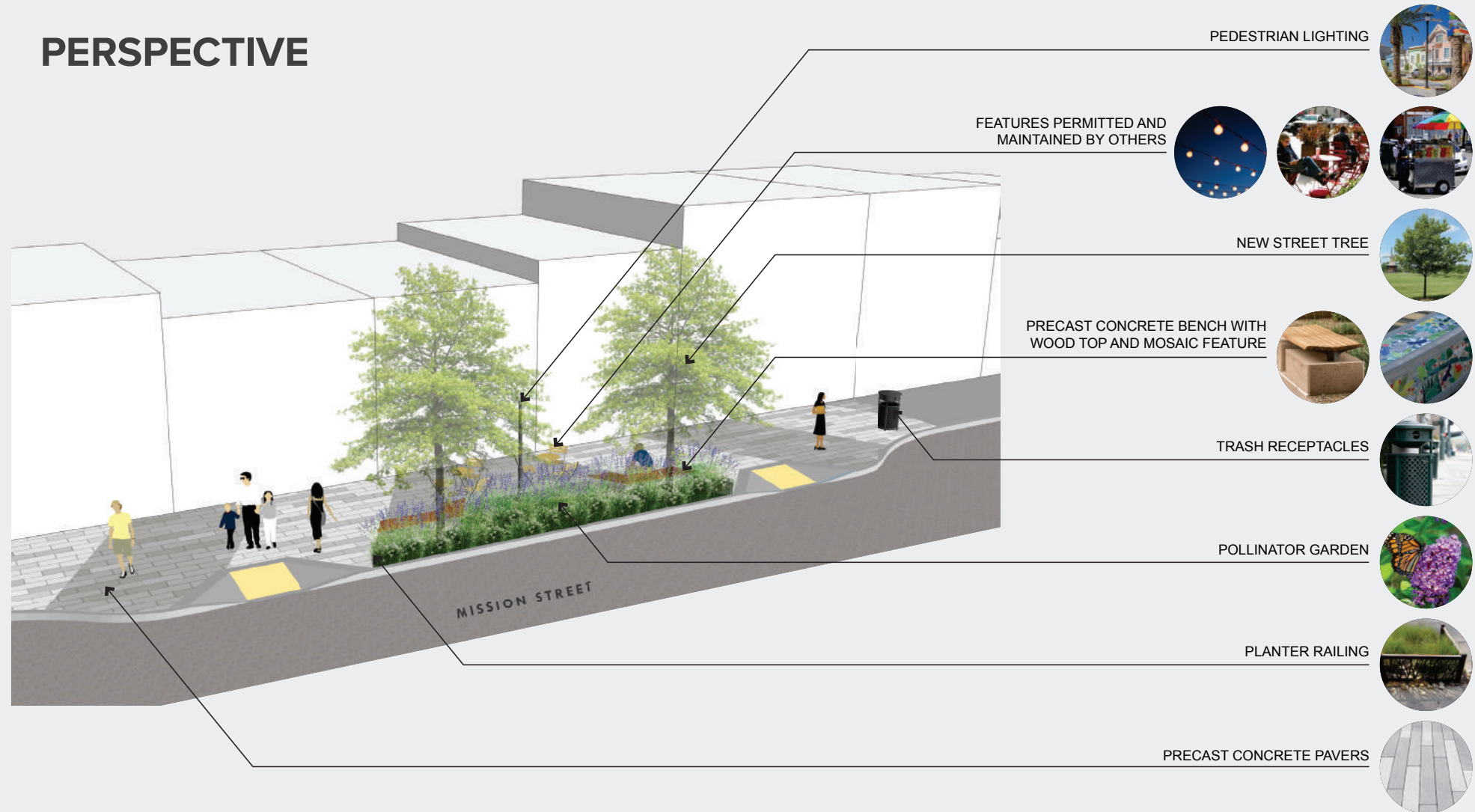
12. PERSIA TRIANGLE: TRANSIT & PEDESTRIAN IMPROVEMENTS

PERSPECTIVE



13. TYPICAL PEDESTRIAN BULB-OUT TYPOLOGY

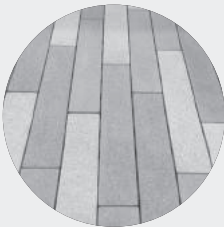
PERSPECTIVE



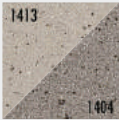
14. MATERIALS PALETTE

FEATURES TO BE MAINTAINED BY CCSF:

IMAGERY / MATERIAL



Precast Concrete Unit Pavers



PRODUCT INFO

Manufacturer: Stepstone, Inc.
Model: Large Scale Modular Paver
Size: 6"x36"
Color: Porcelain #1413 and French Gray #1404



Pedestrian Scale Lighting



Manufacturer: Holophane, Inc
Model: Granville Premier
Series
17' Height



Bench Seating



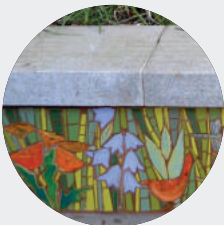
Manufacturer: Landscape Forms.
Model: Generation 50 Bench
Bench Material: Jarrah Wood w/ embedded powdercoated metal support bracket
Support Base: Precast Concrete w/ Tile Mural



Trash Receptacles

Manufacturer: Forms + Surface
Model: Urban Renaissance
Receptacle w/ CCSF Seal

FEATURES THAT REQUIRE A MAINTENANCE PARTNERSHIP:



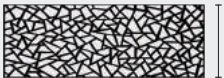
Mosaic Murals at Benches



Mosaic Mural Signage



Planter Railing

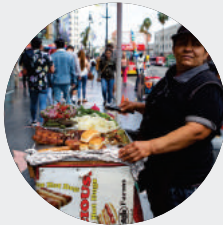


Manufacturer: Streetlife, Inc or other
Model: Custom Lasercut Metal Pattern

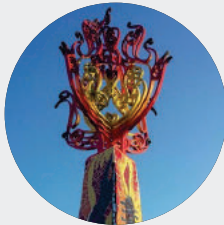
FEATURES THAT REQUIRE PERMITTING AND MAINTENANCE BY OTHERS:



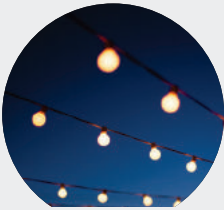
Cafe Moveable Tables & Chairs



Food Vendors



Community Identity Markers



Catenary Lighting



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San Francisco
Planning

SAN FRANCISCO
Office of Economic and Workforce Development



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15. PLANTING PALETTE

The selected shrubs have been chosen based upon their ability to provide pollinator value to bees and butterflies. The plantings are low maintenance, showy while flowering, and will thrive on little water. The plantings should be installed in a 'stripy' pattern that emphasizes the diagonal weave of the paving pattern and bench seats.

PLANTING AT TRANSIT BULB-OUTS



Achillea millefolium
'Little Moonshine'



Lantana camara
'Irene'



Erigeron glaucus
'Wayne Roderick'



Zauschneria californica
'Everett's Choice'

PLANTING AT PEDESTRIAN BULB-OUTS



Buddleja davidii
'Ellen's Blue'



Dietes bicolor

NEW STREET TREES



Acer rubrum
'Red Sunset'



EXISTING STREET TREES



Melaleuca quinquenervia



Washingtonia robusta

16. IMPLEMENTATION: PHASING STRATEGIES

As of fiscal year 2019-2020 no construction funding has been identified for streetscape improvements. If and when construction funding is obtained, it is unlikely that funding for a complete rebuild of the entire Mission Street between Trumbull Street and Sickles Avenue will be possible. For that reason, one or more of the following phasing approaches may be considered:

Phasing by Location

This approach would prioritize improvements around locations throughout the corridor that the community has prioritized for streetscape improvements according to outreach, transit data, and identification of synergies with adjacent businesses.

Pros:

- » Improvements would be prioritized at locations where they would provide most public benefit

Cons:

- » Early phases of improvements may result in a corridor that does not appear visually unified

Priority*	Location	Type of Hub
1	Persia Triangle	» Activity Hub » Transit Hub » Gateway
2	Mission & Geneva	» Activity Hub » Transit Hub » Gateway
3	Silver & Mission	» Transit Hub » Gateway
4	Excelsior Library	» Activity Hub
5	Onondaga & Mission	» Activity Hub
6	Whipple & Mission	» Gateway

Phasing by Priority of Streetscape Feature

This approach is based on the community's priorities for streetscape elements that would benefit the corridor the most. Implementation would concentrate on installing the prioritized feature(s) as extensively as possible through the corridor within the allotted project budget.

Pros:

- » Some of these elements can be implemented without excavating
- » Ensures a visually unified corridor

Cons:

- » Improvements would lack the variety of treatments and concentration to make the biggest impact on the streetscape

Priority*	Street Element
1	Street Trees
2	Pedestrian Lighting
3	Trash Cans
4	Special Paving
5	Community Identity

Partnering on Other City Projects

This approach proposes partnering with other City agencies or City-led projects to implement streetscape improvements. An example of this approach could be partnering with SFMTA on the Mission Street Excelsior Safety Project, which proposes the construction of bulb-outs at staff-recommended locations, vetted by the community.

Pros:

- » Implementation can be streamlined through shared approval processes and construction costs.

Cons:

- » Limited funding for implementation
- » Limited to project's scope and geography

Location*	Proposal
Persia Triangle	» Transit Bulb-Out » Pedestrian Bulb-Out
Excelsior & Mission	» Pedestrian Bulb-Out
Santa Rosa & Mission	» Pedestrian Bulb-Out
Onondaga & Mission	» Pedestrian Bulb-Out
France & Mission	» Pedestrian Bulb-Out
Italy & Mission	» Pedestrian Bulb-Out
Silver & Mission	» Transit Bulb-Out

Sequential Phasing

Similar to "Phasing by Location," this approach would involve identifying segments of the corridor with sequential phases (i.e. Phase 1, 2, 3, etcetera) based on long-term funding availability. Cost estimates can be developed based on desired phasing to help secure a funding source.

Pros:

- » Improvements would be visually unified along segments of the corridor where they are installed

Cons:

- » It can be difficult to plan and secure long-term funding to implement all sequential phases for the completion of the entire corridor

* Priorities are based on prior community outreach

* Priorities are based on prior community outreach

* Locations represent a hypothetical phasing strategy based on SFMTA's Mission Street Excelsior Safety Project. If realized, further planning would be required. However, as of November 2019, no funding source has been identified for the incorporation of the streetscape elements recommended in the Guidelines into SFMTA's Mission Street Excelsior Safety Project.



City & County of San Francisco
London Breed, Mayor



San Francisco Planning



SAN FRANCISCO
Official Economic and Workforce Development



SAN FRANCISCO
PUBLIC WORKS



SFMTA

For more information and to sign up for project updates, visit:
sfplanning.org/excelsior-outer-mission-streetscape-design-guidelines



EXCELSIOR
OUTER MISSION
STREETSCAPE DESIGN GUIDELINES
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17. IMPLEMENTATION: FUNDING & MAINTENANCE STRATEGIES

Some public realm projects may be fully or partially funded by the City. City-sponsored street improvement projects associated with repaving and utility replacement may also include a streetscape component and are often completed using grant or bond funds. However, installation of non-City standard elements will require a maintenance agreement plan with private or community sponsors. For that reason, one or more of the following funding and maintenance approaches may be considered:

City Approvals for Private Developments

Some private developers may volunteer or be required to finance, install, and maintain streetscape improvements (see Better Streets Plan, Section 138.1(c)(2) of the Planning Code).

Examples:

Cheshill On Mission (5050 Mission Street),
San Francisco Campus for Jewish Living
(302 Silver Ave)



Public-Private Partnership

Private-sector companies, whether a large corporation or a number of small business, may have an interest in investing in public realm improvements to support their venture. Partnerships may form between these private-sector corporations and a government entity to fund and maintain streetscape improvement projects.

Examples:

San Francisco Parklet Program



Grassroots Partnership

Self-organized groups of residents, business owners, or other parties may form grassroots organizations, such as a neighborhood group or independent non-profit, to steward a public space. Grassroots partners are typically small and low budget, so partnerships with other non-profits may be necessary for fiscal sponsorship and fundraising.

Examples:

Friends of Kenny Alley, Linden Living Alley,
Friends of Duboce Park.



Special Assessment Districts

Special assessment districts are areas in which property and/or business owners agree to pay assessments for additional services beyond what the City already provides. There are two types:

» **Community Benefit Districts (CBD):**

create a localized framework for the City to provide services focused on landscaping, improvements and maintenance in public realm areas

» **Green Benefit Districts (GBD):**

facilitate community investment in green infrastructure (tree-lined streets, parks, gardens), mainly in residential districts.

Assessment funds are managed by a non-profit organization and overseen by the Office of Employment and Workforce Development. Establishing a special assessment district involves a political process that requires petitions and a ballot vote.

Examples:

Ocean Ave CBD



City & County of
San Francisco
London Breed, Mayor



For more information and to sign up for project updates, visit:

sfplanning.org/excelsior-outer-mission-streetscape-design-guidelines

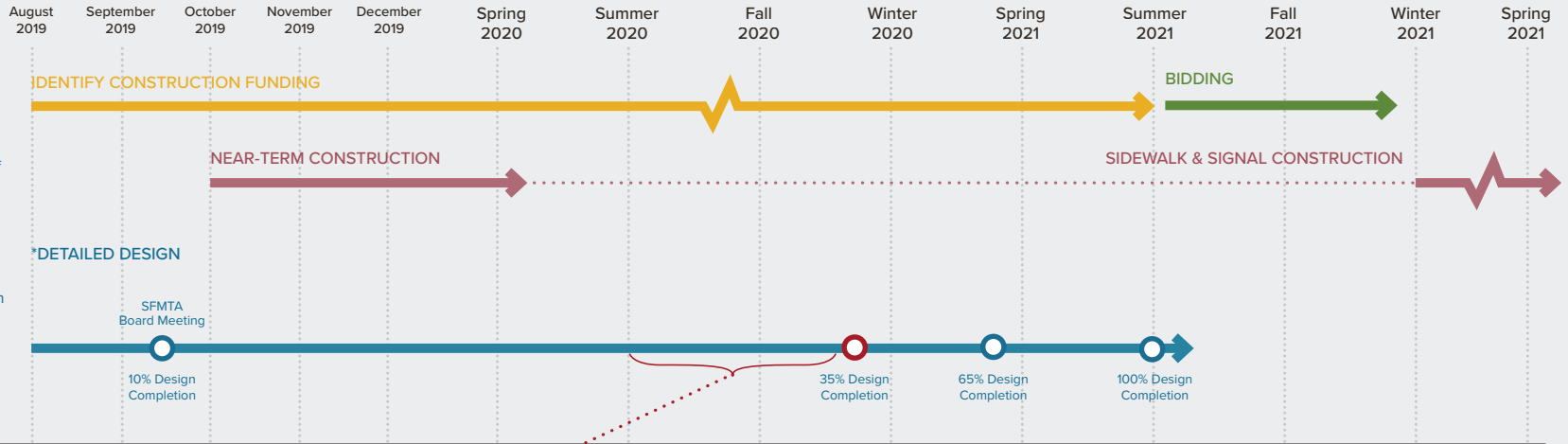


18. IMPLEMENTATION: UPCOMING PROJECTS

SFMTA's Mission Street Safety Project (dates are tentative and subject to change)

*Design refinement and creation of plans, specification, and estimates. Generally:

- 10% Curblines Set-Overlay on Survey
- 35% Cost Estimate Prepared/ Potential Phasing/ Cost reduction determined
- 65% Scope of Work and Limit of Work finalized
- 95% Design Drawings
- 100% Final Design Drawings for Bidding



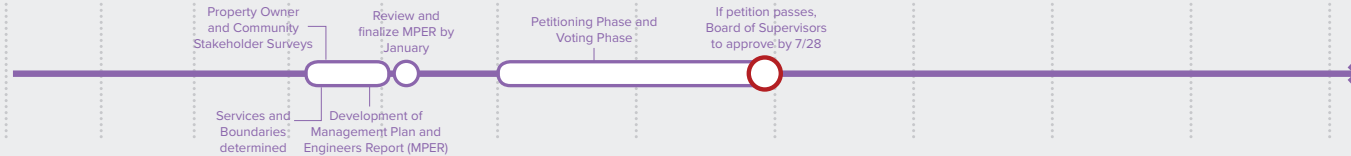
Excelsior Outer Mission Streetscape Design Guidelines



Temporary Public Space Activation Pilot Project



Excelsior Community Benefit District creation (Proposed timeline subject to change)



PILOT PROJECT: TEMPORARY PUBLIC SPACE ACTIVATION

As part of the EOM Streetscape Design Guidelines project, SF Planning, in collaboration with OEWD, and partnering with Youth Art Exchange will implement a temporary public space installation along Mission Street.



GOALS

- 1 Demonstrate** the principles and recommendations presented in the Guidelines, which reflect the community's vision for a unified streetscape corridor.
- 2 Pilot** streetscape elements that create places to pause, gather, wait for transit, enjoy the commercial corridor.
- 3 Showcase** near-term streetscape improvements (refer to SFTMA's Mission Street Excelsior Safety Project) as a way to bridge long-term capital improvement projects.



DESIGN PRINCIPLES AND COMMUNITY'S VISION

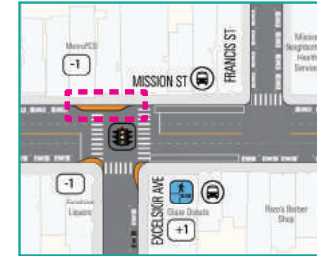
GREENERY	Requested by the community as part of the goals from the Neighborhood Strategy. Consider native species that are low maintenance.	
SEATING	Provide seating that accommodates users with different needs. Opportunities for combining fixed and moveable seating to provide places to pause, gather, and that could be activated by local businesses.	
NEIGHBORHOOD HISTORY & WAYFINDING	Provide ways to include the neighborhood's history and wayfinding opportunities for transit and neighborhood connectivity (to parks, BART, Library, and etcetera)	
STREETSCAPE ELEMENTS	Be a tool to Street trees (greening), trash cans, pedestrian lighting, special paving, public art	
COMMUNITY IDENTIFIERS	Textures	Mosaics / Tiles, Wood
	Colors	Mix it up! (warm & cool colors)
	Themes	"Multiculturalism & Diversity" "Neighborhood & Community" "Neighborhood History "
	Art	Mosaics / Tiles, Wood

This project will be reviewed by City staff under all applicable regulations, ensuring it considers ADA accessibility and pedestrian safety and visibility, as well as maximizing its durability and making sure it's easy to clean and maintain.

The Planning Department in collaboration with the Office of Economic and Workforce Development and Excelsior Action Group are working to find community partnerships to help steward the installation.

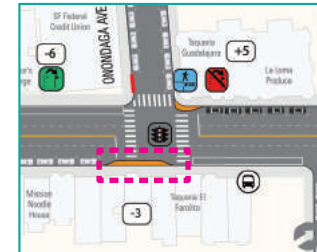
POTENTIAL LOCATIONS

MISSION ST AT EXCELSIOR ST



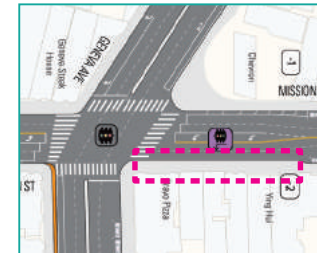
West side of Mission St, fronting the Excelsior Community Center & Mission Science Workshop. SFMTA is proposing a sidewalk extension (bulb-out) at this "T intersection", which will provide additional space for furnishing.

MISSION ST AT ONONDAGA ST



East side of Mission St, fronting El Farolito Taquería, Hawaiian Drive-In, & Ty Sandwiches. SFMTA is proposing a sidewalk extension (bulb-out) at this "T intersection", which will provide additional space for furnishing.

MISSION ST AT GENEVA AVE



At the northeast corner of Mission St, the existing sidewalk is wider at this transit stop, providing an opportunity for additional seating and furnishing along the furnishing zone.