

	Working Group Comments	General Public/Staff Comments
<b>Mobility</b>		
<b>“Make it safer and more inviting for people to get around the neighborhood, commercial corridor, and to community assets.”</b>		
<p><b>Goal 1: Walking in and around the Mission Neighborhood Commercial District is safe, convenient, inviting, and enjoyable.</b></p>	<ul style="list-style-type: none"> <li>• More inviting sidewalks</li> </ul>	<ul style="list-style-type: none"> <li>• Walking in and around the Mission Neighborhood Commercial District is convenient, is not safe for elders and wheelchair users, and is neither inviting nor enjoyable.</li> <li>• Careful crossing streets and turning cars on red lights. Stay off cell phones while crossing streets. Walk defensively.</li> <li>• controlling crime rate</li> <li>• More in ground crossing lights</li> <li>• Less garbage all over the sidewalk</li> <li>• especially for our marginalized communities: working class, people of color, multilingual and mutli-ethnic families.</li> <li>• add the area around Silver Avenue</li> <li>• Has it's charms but could be much better for ped/bike safety and needs more green/inviting social spaces.</li> </ul>
<p>Strategy 1.1: Implement Vision Zero safety improvements for pedestrian safety.</p> <ul style="list-style-type: none"> <li>• Improve pedestrian infrastructure at Persia Triangle, Onondaga, Russia, and Geneva</li> <li>• Consider transformative reconfiguration of Mission and Geneva intersection</li> <li>• Install a crosswalk on Mission St between Persia and Onondaga</li> </ul>	<ul style="list-style-type: none"> <li>• Crosswalk needs to improve safety of those crossing mid block toward the Mission Chilcare Consortium</li> <li>• Silver and Mission Intersection and Bridge on Mission street entrance</li> <li>• Install LIGHTED crosswalks on Mission St. b/w Persia and Onandaga, LIGHTED crosswalks on Alemany at Cotter, and a LIGHTED crosswalk on Mission St. between Cotter and Excelsior (at Excelsior Library)</li> </ul>	<ul style="list-style-type: none"> <li>• Accept and plan for more cars with ALL new construction</li> <li>• It is also important to look at the areas around Crocker Amazon park, like Geneva and Prague for example.</li> <li>• With regards to Persia Triangle could language somehow include purchasing the decrepit gas station and turning the area into a public park/gathering space?</li> <li>• Maybe the language overall is framed a little bigger than just "pedestrian infrastructure" and more like "improve community spaces including pedestrian infrastructure"</li> <li>• add a crosswalk at Silver Avenue and Edinburgh</li> <li>• All-way stop at Persia/Ocean with lots of ped markings, please!</li> <li>• Add stoplights at France &amp; Mission and Seneca &amp; Mission</li> <li>• Also include safety improvements for pedestrians on Alemany, Ocean, and San Jose.</li> <li>• Do not implement red bus lanes that prevent traffic from passing through intersections as occur in the mission district</li> </ul>
<p>Strategy 1.2: Enforce double parking restrictions.</p>	<ul style="list-style-type: none"> <li>• allow pick ups and drop offs to happen</li> <li>• White strip areas for cars to park for 15min to avoid double parking. Create more areas for cars to park.</li> <li>• Often times double parking may happen to allow for passenger drop off and pick up so the city needs to plan for this.</li> <li>• control number of loading zones, and bike parking platforms so that they do not pirate existing spaces impacting retail.</li> <li>• Commercial vehicles should be allowed to double park so they can deliver goods.</li> <li>• <u>Particularly on sidestreets such as Cotter, Theresa, Santa Rosa, etc.</u></li> </ul>	<ul style="list-style-type: none"> <li>• need zoned residential parking permits in the neighborhood to reduce parking stress.</li> <li>• Mission St a priority.</li> <li>• AND SIDEWALK PARKING THAT BLOCK ACCESS TO SIDEWALKS</li> <li>• And enforce restrictions against driving and parking on sidewalks parallel to the street.</li> <li>• With exception for trucks that are loading products to the local markets.</li> <li>• Replace several of the yellow loading parking spots with green short-term parking to allow for quick car trips to mission.</li> <li>• Figure out a way to increase paid or unpaid parking lots or meters. People double-park because there is no legal parking available.</li> </ul>
<p>Strategy 1.3: Implement the city’s Green Connections program and other existing city programs in the neighborhood.</p>	<ul style="list-style-type: none"> <li>• Make safety, greening and open space a priority. Minimize the impact of any bike improvements on vehicle traffic.</li> </ul>	<ul style="list-style-type: none"> <li>• Be sure to choose the right trees ones whose roots who do not crack sidewalks. Be clear to home owners who is responsible for tree care and repairing streets (City)</li> <li>• Give the general public better examples of the programs that are being considered before making a decision</li> </ul>

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<p><b>Goal 2: Reconfigure roadways while considering the variety of transportation modes and services.</b></p>	<ul style="list-style-type: none"> <li>• create more public spaces</li> <li>• Especially, if this means creating expanded public spaces and expanding options for walking and bicycling as opposed to driving.</li> <li>• while considering alternatives to single riders in cars as a mode of transportation. (encourage public transit, biking, walking)</li> <li>• Consider the impact of these changes to the community before implementing</li> <li>• To improve Pedestrian experience, with seating, planting and material changes.</li> </ul>	<ul style="list-style-type: none"> <li>• Services, especially private ones, like ride hailing, should be considered (regulated) around public infrastructure.</li> <li>• including bicycling</li> <li>• Add protected bike lanes everywhere possible.</li> <li>• Accept that new residents WILL bring new cars</li> <li>• I DO NOT WANT FORD GO BIKES and more bike lines in my neighborhood. NO. Please, do not turn Geneva/Mission/Alemanay into streets like Cesar Chavez and Potrero.</li> <li>• New York, paris, DC, London - so many world class cities teach us that we cannot match them until we commit to moving our people underground at a much higher rate. I know it's much harder, but unless we incorporate underground transport in a 20-year plan, we are committing to never completely transform.</li> <li>• Focus on bicycle infrastructure</li> <li>• Do not implement red bus lanes that prevent traffic from passing through intersections as occur in the mission district</li> <li>• Reconfigure roadways prioritizing San Francisco's Transit First policies, while also considering the variety of transportation modes and services</li> <li>• Reconsider that allocation of roadway space considering the variety of transportation modes and services</li> </ul>
<p>Strategy 2.1: Conduct a parking study that includes curb management for ride hail, ride share, commercial, patron, and delivery service uses.</p>	<ul style="list-style-type: none"> <li>• low priority</li> <li>• not a high priority</li> </ul>	<ul style="list-style-type: none"> <li>• Add "and the needs of drivers/passengers who use mobility equipment - the record so far has been that such individuals lose parking in order to favor every other group.</li> <li>• equal consideration should be given to the general public's need for parking; not everyone can walk or ride a bike; not everyone has a blue placard</li> <li>• on Mission Street</li> <li>• Explain what curb management is before considering putting this question on your survey</li> <li>• utilize past EDIA parking summit findings</li> <li>• STUDY ON 90 DEGREE PARKING AND A BLOCK/BAN ON SIDEWALK PARKING</li> <li>• No ride share.</li> <li>• Need more details on the objective of the study</li> <li>• Only if increased capacity leads to streetscape safety improvements such as bike lanes</li> </ul>
<p>Strategy 2.2: Install dynamic parking meters.</p>	<ul style="list-style-type: none"> <li>• Install dynamic parking meters and enforce parking laws with penalties for violations</li> <li>• Not sure I recommend, don't have enough info. Is this worth the expense?</li> </ul>	<ul style="list-style-type: none"> <li>• Need more information on these and where they have been used since 2017 when the SFMTA started program.</li> <li>• It's not clear where specifically the meters would be placed, meters should not be everywhere and expensive</li> <li>• on the the Mission Commercial Corridor</li> <li>• only if increased capacity leads to streetscape safety improvements such as bike lanes</li> <li>• Support the City's expansion of dynamic parking meters into the Excelsior and Outer Mission</li> </ul>

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Strategy 2.3: Encourage north-south motorist traffic to use Alemany Blvd.	<ul style="list-style-type: none"> <li>• If safer measures are put in for pedestrians crossing Alemany (more lights, and lighted crosswalks)</li> </ul>	<ul style="list-style-type: none"> <li>• Do something to make Alemany easier and safer to cross at more points as a pedestrian. Do something to stop left hand turns across Alemany (Google Maps and Ridershare Services promote this dangerous behavior)</li> <li>• efforts to decrease traffic congestion</li> <li>• and make improvements on Alemany to reduce speeds and have safer pedestrian crossings</li> <li>• Add parking-protected bike lanes along Mission Street.</li> <li>• As this would increase auto traffic on already-busy Alemany, add physical boundaries / planters / mosaic wall / etc. between bike lanes and cars where possible (put bikes in the median lanes?), this is a crucial bike thoroughway as well.</li> <li>• Remove the "No Left Turn" signs at Alemany Blvd. and Onondaga</li> <li>• Only if traffic calming measures are also taken on Alemany to make it safer for pedestrians to cross.</li> <li>• Encourage through traffic to use Alemany Boulevard.</li> </ul>
<b>Goal 3: Ensure a positive, enjoyable, and intentional culture for transit riders</b>	<ul style="list-style-type: none"> <li>• Ensure a positive, enjoyable, and intentional culture for ALL in transit. Everyone cannot do transit all the time.</li> <li>• This should be a future goal, not immediate.</li> <li>• ...by installing bus shelters at more stops (such as Excelsior/Mission).</li> <li>• Encourage transit ridership through enhancements to access, convenience and safety</li> <li>• out of our scope..?</li> </ul>	<ul style="list-style-type: none"> <li>• What does this mean???</li> <li>• SAFE</li> <li>• I would like to get specific about who those riders are. Are you talking about young people, working class, people of color? If so, then yes.</li> <li>• SFMTA should be more customer friendly and customer service oriented. Instead of mute, curt, sting operations on the busses, enforcement should ride the buses, ensure people pay, but also build safety and good relations. .</li> <li>• What does this mean and how is it achieved</li> <li>• Ensure a safe, accessible, and enjoyable transportation system for transit riders in the Excelsior.</li> </ul>
Strategy 3.1: Increase access to transit, paratransit, and non-single-occupancy-vehicle senior mobility.	<ul style="list-style-type: none"> <li>• Increasing access is great. Intentionally making it difficult for other modes of transportation is not.</li> </ul>	<ul style="list-style-type: none"> <li>• and ensure access and full accommodation to disabled people and seniors for all modes of transportation they use.</li> <li>• Build more senior housing close to transit. Install more pedestrian seating for seniors, similar to the small concrete blocks seen in Chinatown or on Larkin near McCallister.</li> <li>• STILL suggesting this not just be limited to SENIORS!!!</li> <li>• AROUND HIGH VOLUME OF SENIORS LIKE SENIOR HOMES AND HOSPITALS</li> </ul>
Strategy 3.2: Better coordination between Muni and BART, such as timed transfers.	<ul style="list-style-type: none"> <li>• Especially for buses such as #52 and #44.</li> </ul>	<ul style="list-style-type: none"> <li>• ensure that timed transfers are designed to accommodate disabled people who often find their in transit time delayed by blocked access</li> <li>• Do something to make the bus schedule predictable in the excelsior (e.g. the 52, 8, etc.)</li> <li>• BART works well. Before times transfers for MUNI, NextMUNI needs to give accurate departure times from Balboa Station. The schedule is make believe until a street car actually leaves.</li> <li>• OK, but "Muni" and "schedules" are words not often found in the same sentence.</li> <li>• Highly recommendC!</li> <li>• AMEN! Maybe even an underground muni under mission?!</li> <li>• More NextBus signage at MUNI stops and maybe even other places around / near BART station that also includes arriving Balboa Park BART trains (Richmond train in 5 min, etc.)</li> </ul>

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<p>Strategy 3.3: Enhance pedestrian connection between the Neighborhood Commercial District and regional transit hubs (Balboa Park and Glen Park BART).</p> <ul style="list-style-type: none"> <li>Remove parking on the NW intersection of Ocean Ave and San Jose Ave to reconfigure roadway to better serve transit riders.</li> </ul>		<ul style="list-style-type: none"> <li>Long overdue</li> <li>no opinion. i'm not familiar with this situation. answering these questions should be optional.</li> <li>I think that Geneva and San Jose needs work first. The San Jose N and S directions need green arrowed dedicated left turn times in the light cycle.</li> <li>also from Silver Avenue to Glen Park BART. Work with CalTrans to force cars to make sharper turns into the onramp by Glen Park BART. Crossing the onramp is a hazard for everyone coming from the east.</li> <li>Seniors need a place to sit and rest before crossing the street like the small concrete cube benches one sees in Chinatown.</li> <li>?</li> <li>Yes, but fixing pedestrian access and moving traffic at the intersection of San Jose and Geneva is an even bigger problem</li> <li>I would encourage also removing parking on Persia between Mission &amp; London to create space for busses and cars at these busy stops.</li> <li>PREFER BALBOA PARK CONNECTION VS. GLEN PARK</li> <li>Too specific. Needs to be studies holistically.</li> </ul>
<p><b>Goal 4: Bike connections to and through the Neighborhood Commercial District are safe, inviting, and free from vehicular collisions</b></p>	<ul style="list-style-type: none"> <li>As long as cyclists do their part and don't run red lights, crosswalks, or ride on sidewalks</li> <li>Roadways need to be shared and many in the neighborhood need to travel by car. Their needs should be considered as well.</li> <li>Need to improve connection down to alemany flea market from Mission/Silver bridge and change the sidewalk dimension and curb tree plantings for barriers between autos and pedestrians along the route (white cones dont work)</li> <li>...by creating a protected bike lane.</li> <li>Bike connections to and through the Neighborhood Commercial District are safe, inviting, and designed to reduce vehicular collisions</li> </ul>	<ul style="list-style-type: none"> <li>Would be good to get some dedicate, protected bike lanes that align with with Mission, Geneva, Alemany, San Jose connections.</li> <li>What?? What does vehicle collisions have to do with the other 2 items? Why not rewrite as safe, inviting and coexisting with vehicular traffic</li> <li>Yes, but inviting for who? I do not want tech workers in my neighborhood to gentrify the outer mission the same way they did the mission. My culture is not for sale.</li> <li>No more bike lanes at the expense of vehicles and traffic!</li> <li>do not cater to bikes - this is a family neighborhood that uses cars - the last family neighborhood in the city. kids and grannies are NOT city bike friendly - nor are grocery shopping parents!! increase parking please.</li> <li>Mission is very tricky on a bike and probably always will be due to high MUNI and pedestrian traffic if nothing else, but nearby alt bike routes are not well marked and all need to be rethought</li> </ul>
<p>Strategy 4.1: Explore other ways to get around the neighborhood: electric assist bike share, bike share with cargo, etc.</p>	<ul style="list-style-type: none"> <li>we need to make these modes of transportation more affordable to low income communities</li> <li>these modes of transportation are not very accessible to working class community members, so increasing access should be a priority.</li> <li>Encourage (instead of Explore)</li> <li>Do not clutter the sidewalks with bikes and scooters! on taxpayer money. Improve mass transit means first!</li> <li>...and making bike share stations accessible and usable for families by including child seats.</li> </ul>	<ul style="list-style-type: none"> <li>Make sure excelsior is not the only neighborhood excluded from certain bike shares (right now Jumped SF services the entire city EXCEPT excelsior).</li> <li>fix sidewalks and street so free of potholes etc and eliminate all automobile blocking of sidewalks</li> <li>Of all these changes I would love bike share the most. I'd stop using Uber/Lyft to get to/from Balboa Park / Glen Park if there were some bike share coverage in/around the Geneva/Moscow area.</li> <li>do not cater to bikes - this is a family neighborhood that uses cars - the last family neighborhood in the city. kids and grannies are NOT city bike friendly - nor are grocery shopping parents!! increase parking please.</li> <li>DO NOT eliminate any parking spaces for any of these changes.</li> </ul>

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<p>Strategy 4.2: Identify and create safer bike connections from neighborhoods to the Mission Street corridor.</p>	<ul style="list-style-type: none"> <li>• ...by creating protected bike lanes.</li> </ul>	<ul style="list-style-type: none"> <li>• Currently only safe bike route from the mission to excelsior requires a diversion to glen park and extra hills. Need a safe route that stays on the southern side of San Jose.</li> <li>• including from Silver Avenue</li> <li>• add utilizing unused public fire roads currently weedy, abandoned that exist throughout the district</li> <li>• do not cater to bikes - this is a family neighborhood that uses cars - the last family neighborhood in the city. kids and grannies are NOT city bike friendly - nor are grocery shopping parents!! increase parking please.</li> <li>• And lots more bike parking in commercial districts.</li> </ul>
<p>Strategy 4.3: Turn Cayuga Ave into a bicycle boulevard.</p>	<ul style="list-style-type: none"> <li>• with support of Cayuga neighbors</li> <li>• Are the Cayuga Avenue neighbors supportive?</li> <li>• Has this been studied that this is a good idea? Does SFBC agree? I would agree if it has been studied to be a good idea.</li> <li>• Explore creating "bicycle boulevards" in key locations such as Cayuga Ave.</li> <li>• ...with a protected bike lane.</li> <li>• eliminate Alemany Blvd. bike lane for better vehicle flow.</li> </ul>	<ul style="list-style-type: none"> <li>• Not sure if there is enough width. Very narrow street</li> <li>• This would be a huge change. I don't ride my bike in the neighborhood because I'm worried about getting hit on Alemany.</li> <li>• no opinion. i'm not familiar with this situation. answering these questions should be optional.</li> <li>• without significant effect on car traffic</li> <li>• All busy streets should have parking-protected bike lanes. They improve safety and make sidewalks feel more spacious.</li> <li>• ?</li> <li>• Great idea, but housing developments near Ocean are going to have to be dealt with.</li> <li>• Allow people who live on street to drive on it. Improve use of San Jose for bikes thru balboa neighborhood instead.</li> <li>• We live on Cayuga and we love bikes and hate the often busy and often high speed car traffic on the narrow street, so it's an intriguing idea but... we also have a car and a 1 car garage that we're not quite willing to give up, so how does that work?</li> <li>• I need more details. I might support this, but I'm not sure.</li> <li>• Unclear to me what this means - assume that can be found in the information link. Of course, Cayuga is a mostly residential street and it sounds like this would be a hardship to those living on Cayuga. I think that Alemany instead should have bicycle lanes with solid barriers separating them from the traffic.</li> <li>• Why Cayuga? Parents drop off kids at Balboa, 65 Ocean puts a garage there, it's almost all single-family homes; except for the playground at the end, I don't know why this is desirable. I prefer to make Alemany safer.</li> <li>• Don't know about this one.</li> </ul>
<p>Strategy 4.4: Improve bike connections between the Mission Neighborhood Commercial District and regional transit hubs (Balboa Park and Glen Park BART).</p> <ul style="list-style-type: none"> <li>• Transformative reconfiguration of tracks on Ocean Avenue east at Muni car barn.</li> <li>• Remove parking on NW corner of Ocean Ave and San Jose Ave near Balboa Park to reconfigure roadway to better serve people on bikes.</li> <li>• Install a bike box at Lyell and Alemany for northbound bicyclists.</li> </ul>	<ul style="list-style-type: none"> <li>• As long as it does not increase vehicle traffic congestion and make it more difficult for those who must travel in vehicles. Balance is the key.</li> <li>• Include PEDESTRIAN in the same language as an EQUAL priority...</li> <li>• Reconfigure Alemany left turn onto Lyell for northbound bicyclists- possibly installing a bike box.</li> </ul>	<ul style="list-style-type: none"> <li>• Strike first to substences, and keep only 3rd immediately above.</li> <li>• no opinion. i'm not familiar with this situation. answering these questions should be optional.</li> <li>• Do NOT remove parking by balboa park! There are so few baseball fields in the area and balboa serves an important sport purpose. The SFPD uses all the parking on other side which makes it very hard for people to bring their families to us. People with dogs and children in sports still need cars in this transportation system!</li> <li>• If parking is removed on the corner of Ocean and San Jose, parking needs to be added elsewhere. This is where people visiting the neighborhood park when visiting the playground, the soccer field, and the baseball field.</li> <li>• This is too specific. Allow the specific way to improve bike connections to be studied before committing to in this plan.</li> </ul>
<p><b>Public Realm</b></p>		

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<p><b>“The quality of the public realm is vital in reinforcing multicultural community character, enhancing safety, and creating lively neighborhoods.”</b></p> <p><b>Goal 1: Green, clean and maintain the public realm</b></p>	<ul style="list-style-type: none"> <li>• IMPROVE add word with aesthetic and well designed interventions, signage, seatings, plantings, art</li> </ul>	<ul style="list-style-type: none"> <li>• Trash needs to be addressed</li> <li>• DO NOT REMOVE ANY EXISTING TREES!!!!!!</li> <li>• Kudos to whoever is cleaning up Ocean Ave near Cayuga on a regular basis, more of this everywhere, please!</li> <li>• Identify outside organizations to supplement City services - CBD or other contracted work</li> </ul>
<p>Strategy 1.1: Maximize opportunities to add greenery to the street with a cohesive planting selection.</p> <ul style="list-style-type: none"> <li>• Use planter boxes and sidewalk gardens to green the sidewalk where tall trees are not allowed or infeasible (see Goal 2 for plant selection).</li> <li>• Fill empty tree wells.</li> </ul>	<ul style="list-style-type: none"> <li>• Don't block sidewalks. They crowded enough.</li> </ul>	<ul style="list-style-type: none"> <li>• Only if there's a commitment to keep the plants alive and watered.</li> <li>• ensure that the trees and plants that are in the area currently are being taken care of - trimmed, topped-off &amp; watered, before adding anything else</li> <li>• include a maintenance plan for said greenery</li> <li>• Instead of using scarce sidewalk space, install planters and trees between every two parking spaces.</li> <li>• Allow people to chose what stays in front of their house</li> <li>• Fill empty tree wells with replacement trees</li> <li>• HAVE BUSINESSES OR SCHOOLS OR EVEN RESIDENTS ADOPT PLANTER BOXES TO MAINTAIN</li> <li>• DO NOT REMOVE ANY EXISTING TREES!!!!!!</li> <li>• Brazil Ave is a good bike route up towards and into/beyond McLaren Park topography and traffic-wise, but is not nearly as "green" as much-busier Persia. I suggest a plan to extend the Persia "greenbelt" up to McLaren out a few more streets to or past Brazil on one side of Persia to Russia at least on the other, to give Peds and bikes nicer alternatives to busy and dangerous Persia.</li> <li>• Clear expectations of property owners and fronting businesses</li> <li>• This shouldn't be done without a maintenance plan, and likely a CBD.</li> </ul>

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<p>Strategy 1.2: Use education and enforcement tools to heighten awareness of the public realm's condition and to keep it litter free.</p> <ul style="list-style-type: none"> <li>• Conduct multi-lingual litter abatement campaigns on a regular basis to establish a social norm that littering is not acceptable.</li> <li>• Encourage use of 311 to report litter and coordinate with the Fixit team to investigate root causes and address them.</li> <li>• Coordinate with the City and community members to solicit volunteers to conduct clean up events on a regular basis.</li> <li>• Partner with City Agencies to educate and enforce existing sidewalk cleanliness regulations.</li> <li>• Promote the use of Crime Prevention through Environmental Design.</li> <li>• Work with local schools to engage students in the anti-litter campaigns and to include litter abatement in their curriculum.</li> </ul>	<ul style="list-style-type: none"> <li>• Enforcement of illegal dumping, and can over-stuffing.</li> <li>• Question is too broad and encompasses too many components</li> </ul>	<ul style="list-style-type: none"> <li>• Add more trash cans. And no citations to enforce this stuff; people have enough to worry about without more ticketing.</li> <li>• quickly clean up graffiti on local businesses</li> <li>• Enforce San Francisco Public Works Code Article 23. NOVs are not issued even when graffiti is reported.</li> <li>• Please clean the streets and sidewalks regularly.</li> <li>• The dead ends along I280 are dumping magnets. The walkway along BART from Paulding to Santa Rosa has really deteriorated over the years. There's garbage and broken glass everywhere. Submissions to 311 are ignored. Tree planting areas have been empty for years and are just huge weeds now. The one vacant lot that BART didn't fence in people now park their cars there. Please help this corridor! So much potential to make it a nice walk on it to Balboa Park.</li> <li>• Instead of volunteers, business owners who do not clean their dirty sidewalks should be cited by Code Enforcement officers.</li> <li>• Tell City Hall to pretend the Excelsior is Pacific Heights and clean accordingly</li> <li>• Establish school anti-litter campaigns beginning in kindergarten to transform family culture</li> <li>• I think this is a crucial "least we can do!"</li> <li>• Need to have penalties for the excessive litter problem. This is about the type of people who live in this area-you don't see heaps of discarded clothing and furniture in West Portal!</li> <li>• Get recolor to be able to accommodate recycling and composting in commercial areas. Then put in big belly receptive which reduce need to pick up so frequently, reduce mess, etc. Recolor needs to be upgraded city-wide. Study Port, union square and Yerba Buena results.</li> <li>• DO NOT REMOVE BENCHES OR MAKE IT IMPOSSIBLE TO SIT - AND DO NOT REMOVE ANY EXISTING TREES</li> </ul>
<p>Strategy 1.3: Study and develop mechanisms to fund and maintain the greening and cleanliness of public streets and open spaces in perpetuity.</p> <ul style="list-style-type: none"> <li>• Coordinate with the City to ensure trees be pruned and tree wells be cleaned regularly.</li> <li>• Establish a committee of property and business owners to investigate and research the impacts and viability of a community benefits district and/or a green benefits district.</li> </ul>		<ul style="list-style-type: none"> <li>• enforce graffiti laws</li> <li>• Subsidize arborists so residents have resources if they have sick trees or questions during times of drought</li> <li>• increase city tree maintenance to an ongoing regular schedule</li> <li>• ESTABLISH A SCHOOL CURRICULUM LIKE "GREEN STREETS INVESTIGATORS" AND HAVE SCHOOL CHILDREN INVESTIGATE THE PROBLEM</li> <li>• just use the same standards you use for pacific heights</li> </ul>
<p><b>Goal 2: Reinforce a sense of place and celebrate multicultural community character along the Mission Street corridor</b></p>	<ul style="list-style-type: none"> <li>• What does this mean and who is the arbiter of culture?</li> <li>• Utilize the built in multinational names of the Excelsior streets to support this multicultural character. Use flags or flag images, or other greening or street furniture and ornamentation that uses the various countries represented by the street names.</li> <li>• Acquire sites for use along corridor</li> </ul>	<ul style="list-style-type: none"> <li>• make sure everyone is included - long term residents as well as newcomers</li> <li>• through SF Shines facade improvements, cleaning painting and enforcement</li> <li>• True multicultural character is needed. Current emphasis is Latino. Great, but the corridor is more diverse than that.</li> <li>• Identify clear lead organization to facilitate (outside of the City)</li> </ul>

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<p>Strategy 2.1: Use art to express and celebrate the identities of the area.</p> <ul style="list-style-type: none"> <li>• Develop and implement a community art toolkit that identifies areas for art and provides ideas and guidance on art types, permit processes, and funding sources.</li> <li>• Develop a "historic sign program" that helps identify and restore signs that contribute to neighborhood history and character.</li> </ul>	<ul style="list-style-type: none"> <li>• Pre designated areas for the artwork/ Do not want to overwhelm the corridor with artwork/ designate to major intersections</li> <li>• Utilize former theatre marquee at Goodwill to create a neon sign that says "Excelsior."</li> <li>• Art should not be at the beginning of this strategy. Art should come in after the infa structure has been straightened and the area cleaned up.</li> </ul>	<ul style="list-style-type: none"> <li>• Don't let the historic sign program get in the way of removing or replacing old/underutilized buildings with more housing for people.</li> <li>• Identify opportunities to partner with local schools to create art in the neighborhood</li> <li>• AGAIN there ALREADY is an historic sign program that needs permanent funding. It doesn't need to be developed</li> <li>• USE CITY ITEMS LIKE TRASH CANS AND UTILITY BOXES TO DISPLAY ART</li> <li>• This is great and some of it (Street signs recognizing earlier Japan (Avalon), India (Peru), and China (Excelsior) names) has been done using funds from a Community Action Grant and Supervisor John Avalos' office.</li> <li>• Only recruit local artists, particularly artists and artists of color.</li> <li>• UGH. more signs explaining what we are looking at? no thanks, would rather experience the experience than read about the experience instead of experiencing it. don't cater to the sign makers.</li> <li>• Identify clear lead organization to facilitate (outside of the City)</li> </ul>
<p>Strategy 2.2: Create a series of special "events" (such as gateways) to structure the experience of the commercial corridor.</p> <ul style="list-style-type: none"> <li>• Identify and design gateways to create a unique sense of arrival.</li> <li>• Develop a plant palette to guide and coordinate planting choices.</li> <li>• Specify a consistent palette of streetscape materials and furnishings for the area, including paving materials, benches, street lights, trash receptacles, and tree grates.</li> </ul>	<ul style="list-style-type: none"> <li>• Is this really a priority?</li> <li>• Look at site acquisition (at bridge entry area where exists a sign and blank site.</li> <li>• Concentration should be on infa structure.</li> </ul>	<ul style="list-style-type: none"> <li>• Explain where the funding will come from</li> <li>• utilize the ALREADY EXISTING DPW plant palette designed for our microclimate</li> <li>• Plant palette should be as much as possible locally-native species that reflect what was growing here historically -- blue blossom, etc, etc. IMO we have more than enough palm trees...</li> <li>• Identify clear lead organization to facilitate (outside of the City)</li> <li>• Agree, but make sure not to make it to "sterile" and designed.</li> </ul>
<p><b>Goal 3: Build a coherent network of vibrant public spaces that is integrated and connected to surroundings</b></p>	<ul style="list-style-type: none"> <li>• Keep in mind increased density in the coming years</li> <li>• "Acquire Sites and build....."</li> <li>• must commit business or building owners to help with maintenance...</li> </ul>	<ul style="list-style-type: none"> <li>• Need pedestrian seating! Perhaps bollards that double as seating.</li> <li>• Remember wind breaks, it's not fun to congregate if you need 6 layers of clothes plus gloves</li> <li>• Don't jeopardize parking</li> <li>• Prioritize Persia Mission triangle to get rid of that awful autobody shop and turn it into a public space. If parks in Pac Heights can get \$25m to rebuild a reservoir our neighborhood can buy a gas station and turn it into a park.</li> <li>• Maybe, but I would be concerned that they would share the same fate as other socalled public spaces and become forgotten and used by street people and people doing drugs and boozing.</li> <li>• Depending on level of programming, identify clear lead organization to facilitate (outside of the City)</li> </ul>
<p>Strategy 3.1: Identify current assets and define gaps to create a complete network of public spaces in the community.</p> <ul style="list-style-type: none"> <li>• Inventory current assets and identify opportunities (example: (1) public locations that could be enhanced and (2) locations that could be acquired for public space.).</li> <li>• Work with the community to envision the future of new public spaces and strategize ways to realize the vision, such as developing concept designs for the Persia Triangle and space at Whittier and Mission Street.</li> </ul>	<ul style="list-style-type: none"> <li>• Persia Triangle car repair lot and building need to be made a public open space plaza/town square.</li> <li>• The gaps to cover should be infa structure and business</li> </ul>	<ul style="list-style-type: none"> <li>• I am not familiar with this. Answers should be optional.</li> <li>• Coordinate open space acquisition funding through PROSAC &amp; RPD for public spaces</li> <li>• Persia Triangle won't become much with a huge autoshop taking up the entire block so what's the point? Spend resources elsewhere and on making crossing the streets at the Persia triangle safer.</li> <li>• Identify City lead to manage as this encompasses several jurisdictions (but very exciting idea)</li> </ul>



	Working Group Comments	General Public/Staff Comments
<p>Strategy 3.2: Engage business and property owners in taking responsibility to enhance their property frontage that compose a critical part of the public realm.</p> <ul style="list-style-type: none"> <li>• Encourage more businesses to create parklets or provide outdoor seating to enrich its pedestrian environment.</li> <li>• Reach out to private property owners to engage them in the StreetSmARTS program and other available art programs and grants.</li> </ul>	<ul style="list-style-type: none"> <li>• Ensure that parklets do not bring gentrification</li> <li>• I am concerned about the connections between parklet programs and gentrification.</li> <li>• Discuss improvements on sites with poor aesthetic and architectural quality, street frontage (be a good neighbor/business) program, perhaps co-funded by neighbor groups?</li> <li>• Yes, property owner should keep up their propert. Also, the city must perform its responsibilities (services) to the community.</li> </ul>	<ul style="list-style-type: none"> <li>• providing business with resources to take responsibility ...</li> <li>• reach out to private property owners and businesses to abate graffiti</li> <li>• Should somehow encourage empty retail spaces to try to find tenants. At least should try to clean and fix them up too.</li> <li>• I am not familiar with this. Answers should be optional.</li> <li>• Educate property and business owners on the importance of a clean appearance of their business.</li> <li>• Employ Code Enforcement officers to cite business owners who do not maintain their property frontage.</li> <li>• Everyone likes to have a nice front yard—not everyone can afford to, respect the financial restrictions of the residents</li> <li>• Rather than just encourage - use enforcement of existing &amp; new rules</li> <li>• ENCOURAGE THE CITY TO WIDEN THE NARROW SIDEWALKS ON MISSION IN THE EXCELSIOR CORRIDOR IN ORDER TO ACCOMMODATE MORE OUTDOOR SITTING</li> <li>• The businesses have to do a better job!</li> <li>• Work with property owners - they are oftentimes the reluctant players and business owners do not have the capacity.</li> <li>• Parklets and other public spaces in the neighborhood tend to become havens for street people. Business must be held accountable to maintain those spaces and prevent that with the help of the city and law enforcement.</li> <li>• Business should also have to take responsibility to up keep their store front and side walk area in front of store front.</li> <li>• I'm very concerned about reducing any parking spaces. Parking is a major problem in this area.</li> <li>• Understand why there is a lack of engagement in existing programs; many businesses are interested but liability requirements from the City are cumbersome and/or absent landlords make participation challenging</li> </ul>
<b>Business and Service Provider</b>		
<b>“The commercial district is THRIVING.”</b>		
<p><b>Goal 1: Streamline permitting and city coordination</b></p>	<ul style="list-style-type: none"> <li>• Streamline permitting and city coordination for smaller businesses and mom-and-pop shops.</li> <li>• With architectural review of street frontage changes for aesthetic improvement and consistency! Ex: Street Frontage Furniture lighting etc.</li> </ul>	<ul style="list-style-type: none"> <li>• Yes, but don't get discouraged when this proves to be difficult.</li> <li>• With a equity preference.</li> <li>• Prioritize permitting even further for low representation businesses such as pet food stores, flower shops, etc.</li> <li>• Yes, and that should include a one app process for all things permitting and licensing and, an assigned advocate to see cases through. If city permitting was a small business it would be out of business! Make it easy!</li> </ul>
<p>Strategy 1.1: Fund a District 11 “business concierge” to help guide entrepreneurs through the permitting process.</p>	<p>prioritize immigrant-owned mom and pop businesses</p> <ul style="list-style-type: none"> <li>• A "business concierge" that is multilingual, multi-cultural, and can work with immigrant-owned business--incoming businesses and current ones.</li> <li>• Focus on local, multilingual community-serving entrepreneurs that have less access to support, financing, and services.</li> <li>• review panel local members like a co-op board.</li> <li>• Current business and property owners pay lots of taxes. Having said that, why are we being asked to deliver more moneys for untangling the city permitting nightmare?</li> </ul>	<ul style="list-style-type: none"> <li>• Prioritize local small business owners by making this funded service unavailable to large corporate chains</li> <li>• This already exists=EAG</li> <li>• I think we have that - It's called EAG!!</li> <li>• Guide must be culturally competent and inclusive. Preferably multilingual.</li> <li>• Not guide, advocate. There is a difference. The City does lots of guiding but there is an overwhelming amount of bureaucracy facing business owners.</li> <li>• Maybe, but if it's so complicated, shouldn't the process for the city as a whole be revised and streamlined?</li> </ul>

	Working Group Comments	General Public/Staff Comments
Strategy 1.2: Analyze barriers to entry – produce & implement recommendations on how to reduce the number, time, cost of required permits for opening, operating, and expanding small businesses.		
Strategy 1.3: Regular meetings of city agencies with responsibility for enforcing codes.	<ul style="list-style-type: none"> <li>penalties for empty non-leased storefronts!</li> <li>...particularly for vacant storefronts for which the owner is not responsive.</li> </ul>	<ul style="list-style-type: none"> <li>Purpose of meeting should be to encourage responsiveness to small businesses.</li> <li>Explain the details of what is meant by “city agencies” before including it on a survey</li> <li>Convene regular meetings...for enforcing codes and track results and improvements</li> <li>Coordinate through Supervisor's office.</li> <li>Regular meetings of these agencies TOGETHER so they can coordinate and reduce duplicity</li> <li>How about less meetings and more reporting and access to thosr agencies. Hold them accountable to doing their job. Too many meetings and too little action. Our neighborhood likes to meet and talk itself to death. Let's see action please.</li> </ul>
<b>Goal 2: Improve the environment of the commercial district so it is a place where businesses and services can thrive</b>		<ul style="list-style-type: none"> <li>please do all u can to maintain the mom and pop stores. they are what gives mission their character.</li> <li>With an equity lens. I do not want major corporations and conglomerates thriving in my neighborhood. Local-based business should be a priority.</li> </ul>
Strategy 2.1: Analyze Business and Service Mix and Space Use. Based on what the usage mix analysis reveals, actively recruit needed businesses & services.	<ul style="list-style-type: none"> <li>the usage mix analysis should strengthen the multicultural and working class character of the neighborhood</li> <li>The usage mix analysis should be evaluated through a lens that affirms and promotes the multiethnic, working class character of the corridor.</li> <li>without limiting or creating barriers for possible services not specifically recommended</li> </ul>	<ul style="list-style-type: none"> <li>Emphasis should be on locally owned businesses.</li> <li>eliminate illegal businesses like gambling halls</li> <li>As long as the recruited businesses are not chains or anything like that.</li> <li>Again, a stretch goal. But very worthwhile.</li> <li>Please, stop with the non-profits. We need for-profit businesses. An ice cream and bike shop would be great. Pre crowdfund dollars to incent those businesses to open on the corridot i.e. presell discounted ice cream cones. That would speak loudly to real demand.</li> </ul>
Strategy 2.2: Focus the implementation of efforts, from this subgroup and others, at hubs of activity that are currently sources of strength & strong business performance.	<ul style="list-style-type: none"> <li>Physical changes need to occur at these hubs. Streets narrowed. Street furniture added. Parking for bicyles. Additional short term parking for cars, to encourage those who do drive, or must drive, (Elderly and families) to shop on corridor, rather than leaving neighborhood for free parking in Daly City or Stonestown.</li> </ul>	<ul style="list-style-type: none"> <li>Increase high-density housing along this corridor to increase pedestrian traffic.</li> <li>?</li> <li>Honestly just not sure what this means.</li> <li>What does this mean???</li> <li>seems you would want to focus on the areas that don't have much going on now, in partnership with the stronger performers?</li> </ul>
Strategy 2.3: Improve the Public Realm (Please see the Public Realm section for public realm related goals and strategies)		<ul style="list-style-type: none"> <li>need more details</li> <li>You need to provide a link to be able to answer</li> <li>Already answered these questions. A simple recommend here would be false positive - a survery glitch to have added this as a mandatory question</li> </ul>

	<b>Working Group Comments</b>	<b>General Public/Staff Comments</b>
Strategy 2.4: Activate empty storefronts with art and other temporary installations.	<ul style="list-style-type: none"> <li>• Activate empty storefronts with art, other temporary installations, and explore other usage such as pop-ups, or small business incubators.</li> </ul>	<ul style="list-style-type: none"> <li>• There vacant commercial units on the corner of San Jose and Santa Rosa that have been that way for years. I understand that condos are trying to be built there. If this is not going to happen shortly, how do we beautify this intersection?</li> <li>• Consider replacing excess retail with housing.</li> <li>• Allow schools to adopt space.</li> <li>• No, force owners to maintain them instead. That way they'll either rent them to real businesses with a profit motive or sell the building to someone who will. This solution smacks of bandaid and kicking the can down the road.</li> <li>• YES!!! Make it cheap and easy for artists and pop-up restaurants and non-profit community groups and?!?!?</li> <li>• I just learned that the empty storefronts cannot be used for offices because of zoning restrictions. Would it be so bad if, at least temporarily, startups moved into storefronts than no other businesses are interested in leasing? We would have an influx of workers into the neighborhood that would have lunch at the restaurants and shop in the stores along Mission.</li> </ul>
Strategy 2.5: Install street lights and pedestrian lighting.	<ul style="list-style-type: none"> <li>• Overall streetscape improvements with attractive uniform pedestrian lighting from one end of the commercial corridor to the other. Underground all electrical.</li> <li>• look for options that combine seating, lighting, solar and visual plantings</li> <li>• Again, this topic is the responsibility of the city. Not the community that relays on city for services.</li> <li>• Install additional street lights and pedestrian lighting where needed to improve safety, using lights aimed downward so as to minimized light pollution</li> </ul>	<ul style="list-style-type: none"> <li>• Don't increase light pollution too much, but do what's necessary to make things safe.</li> <li>• Yes but taking light pollution into consideration.</li> <li>• I may be in the minority, but I miss the warmer street lights vs. the harsh LED ones that were recently installed on San Jose Ave. Let's make sure that the city gets public input when making this decision for us.</li> <li>• Pedestrian lighting could be bollards that double as seats for seniors.</li> <li>• Yes, but not unattractive lighting. Other neighbourhoods have attractive lighting and lamp posts that add to the ambience. We don't.</li> <li>• For the most part we have way more streetlighting than we need and more light is not necessarily safer. Pedestrian lighting is OK but would prefer more structural / visual cues rather than lighting up every intersection like a Christmas tree.</li> </ul>
<b>Goal 3: Contribute to the success of individual establishments so they are performing well, creating stability and wealth</b>	<ul style="list-style-type: none"> <li>• prioritize preventing displacement of existing businesses</li> <li>• With a particular emphasis on retention of existing businesses and preventing displacement</li> <li>• give-back tax or campaign so big business relocating here can re-invest in local programs and benefits</li> <li>• Provide assistance to individual establishments, to build a thriving business community</li> </ul>	<ul style="list-style-type: none"> <li>• Drop the "wealth"</li> <li>• How?? This is an undefined goal--needs work and rewording</li> <li>• ?</li> <li>• Close to the top of my list.</li> <li>• I don't know what this means or entails.</li> <li>• To what degree? Generally competition flushes out what business deserve to thrive. Provide basic SB services efficiently and effectively and get out of the way san Francisco!</li> </ul>
Strategy 3.1: Connect businesses/services/property owners to existing programs offered by City/County/State.	<ul style="list-style-type: none"> <li>• Remove hurdles and red tape. Make it a pleasure to do business with the city of San Francisco.</li> </ul>	<ul style="list-style-type: none"> <li>• A JOB FOR THE business concierge</li> <li>• Again, part of EAG's charter for the corridor.</li> </ul>
Strategy 3.2: Add programs that may be missing.	<ul style="list-style-type: none"> <li>• I think we may have too many programs.</li> <li>• Add programs that may be missing to aid businesses in better serving the needs of existing residents.</li> <li>• Conduct outreach to existing businesses to identify needs that might be addressed through new programs</li> </ul>	<ul style="list-style-type: none"> <li>• evaluate current programs - where are the gaps</li> <li>• be more specific</li> <li>• That's pretty vague</li> <li>• Specify what you are adding before considering this as a survey question.</li> <li>• Needs rewording weak question</li> <li>• AND ADD SERVICES THAT ARE MISSING SUCH AS ENTERTAINMENT, MOVIES, BOWLING, GYMNASTICS SCHOOL, DANCE SCHOOL, ETC</li> <li>• Question too vague</li> </ul>

	Working Group Comments	General Public/Staff Comments
Strategy 3.3: Support development of institutions that support entrepreneurs, small businesses, new ideas, and new trends.		<ul style="list-style-type: none"> <li>vague</li> <li>There are many such organizations - we need to provide funding to enable them to work here.</li> <li>Maybe, but I think there are already many resources available. It's just that small business are not aware of them.</li> </ul>
Strategy 3.4: Connect residents to job opportunities at local establishments.		<ul style="list-style-type: none"> <li>How?? Needs rewording</li> <li>SUPPORT EXCELSIOR WORKS</li> </ul>
<b>Land Use and Housing</b>		
<b>"We envision a stable, healthy future without displacement, where current and future residents can thrive."</b>		
<b>Goal 1: Maintain and build housing stock that can serve current residents and welcome diverse new residents, including low to high income earners, people of color, and immigrants</b>	<ul style="list-style-type: none"> <li>Maintain a fair housing stock that will serve current residents, especially low income earners, people of color, and immigrants that have been most vulnerable to displacement.</li> <li>Build appropriate housing stock that reflects the character of the existing neighborhood. Limit the heights of buildings.</li> <li>Housing stock of varied types and uses (aka SFCLT, rental, co-op, shared housing)</li> </ul>	<ul style="list-style-type: none"> <li>Unbelievably once again there seems to be no interest in providing accessible and visitable housing for people with disabilities. I don't know who the folks are who are doing this survey, but they are courting Fair Housing action to stop their projects.</li> <li>New buildings should be with respect to the character of the neighborhood as it is - low structures</li> <li>Only new housing stock with space for underground deliveries, ride pick-ups, etc</li> <li>Focus SOLELY on truly affordable housing in the Excelsior</li> <li>cap the number of high income earners. Or have the high income earners meet another diversity metric.</li> <li>Yes, underscore "including low and high income residents". We should not memorialize any particular group in the neighborhood with regard to housing just because they happen to be living here now even if for generations.</li> <li>BALANCED APPROACH BMR AND MARKET RATE</li> </ul>

	Working Group Comments	General Public/Staff Comments
<p>Strategy 1.1: Appropriately and responsibly develop a corridor-wide housing plan for a range of income levels for renters and homeowners.</p> <ul style="list-style-type: none"> <li>• Among other things, the Housing Plan should:</li> <li>• Promote and enhance stability for residents and commercial tenants</li> <li>• Promote and enhance accessibility to housing</li> <li>• Set targets for the number of new housing units to be developed in the neighborhood in a given time period, such as 10 years.</li> <li>• Including targets for the number of new market rate and affordable housing units to be developed</li> <li>• Consider the roles of market rate, mixed income, and affordable housing</li> <li>• Respond to and address trends of displacement</li> <li>• Enable "life cycle housing" so that someone can live, raise a family, and find housing for their golden years w/o leaving the neighborhood.</li> <li>• Explore the area median incomes (AMI) within the 94112 zip code/project area</li> <li>• The process to develop a Housing Plan can include exploration of additional strategies discussed during the Neighborhood Strategy Development Process. These strategies have the potential for maximum impact if they are developed as part of a comprehensive Housing Plan. Strategies include:</li> <li>• Exploring the impacts of density changes to allow more market rate and affordable housing units.</li> <li>• Exploring the impacts of height changes to allow more market-rate and affordable housing units.</li> <li>• Leveraging market-rate development in order to create more affordable housing through both (1) inclusionary units and (2) "in-lieu" housing fees to support 100% affordable housing.</li> <li>• Identifying underused and surplus land that could become affordable housing; work in coordination with landowners to realize housing on these sites.</li> <li>• Encourage the use of existing density bonus programs, like HOME-SF, State Density Bonus, etc, in order to construct more housing units.</li> </ul>	<ul style="list-style-type: none"> <li>• Limit the height of buildings. Build sensibly, but not so as to overwhelm the existing neighbors and the neighborhood. Our neighborhood is not downtown San Francisco and cannot solve any perceived housing crisis. We can never build enough housing and we must maintain the quality of life within our neighborhood, and not create boxes of oversized buildings as has been done downtown, south of Market and Mission Bay. Our neighborhood is not the same as those other areas. If it's too tall for Forest Hill, or the Sunset it should be too tall for us too. We should not become the "green zone" for building, as we became the "green zone" for medical marijuana.</li> <li>• Ensure housing built includes taxes and money for infrastructural changes, transit increased services, new lines and planning, increased new schools, pools, playgrounds, and public facilities ex: libraries, new or enlarged!</li> </ul>	<ul style="list-style-type: none"> <li>• Emphasis should be on developing existing underused and surplus land first (including land in commercial corridor). Ideally, removal of existing single family homes would be avoided.</li> <li>• It's hard to believe in golden year housing given both the language above and the record of affordable housing initiatives in this City</li> <li>• stronger language in favor of increasing housing heights and density</li> <li>• San Francisco has over built market rate housing and is far behind in building truly affordable (to people earning less than 100K) in this City. That is what is needed, that is what should be focused on. Simple. And If you want to do a lot of the studying effort listed above then focus your efforts on figuring out ways to pay for it besides sticking MORE market rate housing into the mix.</li> <li>• ? yes to low rise housing and to identifying underused ad surplus land.</li> <li>• Obviously a "biggie." The only thing I will add is to include under "displacement" not only renters but home owners whose ability to pay taxes and mortgage payments may be impacted by measures seen as helpful to renters at the expense of home owners (STR regulations). As a part of the City with the lowest percentage of rent controlled units, the perspective of this debate may be different than in most of the ret of the city.</li> <li>• No 100% affordable housing unless the City wants to stop targeting homeowners aggressively with overly burdensome eviction and rent control protections. Homeowners are not the enemy and although the plight of low-income renters is important to address, it is a product of economics. Build more housing, demand will subside and prices will stabilize. Price fixing housing costs should only be done temporarily and is otherwise an unfair advantage given to a select group of the population.</li> <li>• more trees, more parking - this is a FAMILY neighborhood - which means CARS, shopping, sports teams, clubs, camping vacations - CARS!! and we need to be able to SEE TREES AND GREEN!!</li> <li>• This area needs additional market rate housing that will help promote economic growth</li> </ul>
<p><b>Goal 2: Prevent the eviction and displacement of tenants, homeowners, and businesses so that this is a neighborhood where low and moderate income San Franciscans can thrive.</b></p>	<ul style="list-style-type: none"> <li>• So that this is a neighborhood where people of All income levels can thrive.</li> </ul>	<ul style="list-style-type: none"> <li>• it should benefit landlords and tenants. fair to all is important</li> <li>• too vague - maybe state unwarranted evictions and displacements</li> <li>• Evection hell for some landlords with dangerous and hostile tenants. some people need to be evicted.</li> </ul>
<p>Strategy 2.1: Explore creating laws to limit speculative investment, placing a time limit on non-primary residences, and foreign investment.</p>		<ul style="list-style-type: none"> <li>• Just want to say I STRONGLY agree with this.</li> <li>• sorry, but the current use by speculators against long-time residents of the dept of building permits processes must be stopped before a statute referencing a non-primary residence is safe to adopt</li> <li>• Can you clarify what foreign investment means, when a majority of our district is foreign-born?</li> <li>• I don't know enough here to vote one way or other</li> <li>• How will this be done?</li> </ul>
<p>Strategy 2.2: Develop a "Right of First Refusal" policy that will allow commercial and residential tenants the first right to purchase a building or home at a mutually agreed upon price when it goes up for sale.</p>		<ul style="list-style-type: none"> <li>• has to be fair for both parties</li> </ul>
<p>Strategy 2.3: Develop Relocation Assistance programs to help tenants displaced from their housing.</p>	<ul style="list-style-type: none"> <li>• Within reason</li> <li>• Leverage existing relocation assistance programs</li> </ul>	<ul style="list-style-type: none"> <li>• dont want any crime prone residents living in the neighborhood</li> <li>• Increase required notice to 6 months when someone is displaced from their housing, or when their rent is increased more than 10%.</li> <li>• If the housing is mandated affordable there should not be evictions—or evictions rewarded by brand new affordable housing</li> <li>• RELOCATION IN THE COMMUNITY, D11</li> </ul>

	<b>Working Group Comments</b>	<b>General Public/Staff Comments</b>
Strategy 2.4: Monitor and analyze "tenant buyouts," and expand analysis of eviction data.	<ul style="list-style-type: none"> <li>To what end?</li> </ul>	<ul style="list-style-type: none"> <li>Know that money spent here could be better spent building truly affordable housing</li> <li>there is a problem with tenant buyouts for low income families.</li> </ul>
Strategy 2.5: Fund and provide culturally relevant and linguistically responsive tenant and income-qualifying property owner counseling and legal assistance.	<ul style="list-style-type: none"> <li>Fund and provide culturally competent and linguistically responsive tenant and income-qualifying property owner counseling and legal assistance that would not contribute or empower them to commit no-fault evictions.</li> <li>legal assistance to homeowners should not include counseling on how to conduct a no-fault eviction</li> <li>Identify \$ source</li> <li>Create homeowner awareness and education of tenant laws/ "Too many homeowners too scared of renting units because of strict tenant laws" This is a HUGE issue! Even as a homeowner i had this issue</li> </ul>	<ul style="list-style-type: none"> <li>Yes! tenants and owners need to be equally represented, no income limit for property owners unless same for tenants.</li> <li>Link responsive tenants to existing community resources to aid in eviction such as SF Housing Rights Committee and Eviction Defense Collaborative</li> </ul>
Strategy 2.6: Create/expand community education campaign for residents at risk of eviction.	<ul style="list-style-type: none"> <li>Unclear how this would be done but generally support it</li> </ul>	<ul style="list-style-type: none"> <li>Stress the education aspect. This should not be a "how to avoid the process and tie up the courts" process. Homeowners do have to have too.</li> <li>and landlords</li> <li>Some tenants need to be evicted. This is a problem that has not been addressed and also why some apartments are off of the market. People would rather have air b and b as safer for landlord</li> </ul>
Strategy 2.7: Support city enforcement mechanism to monitor/enforce compliance with eviction ordinances and temporary relocation due to repair, construction, or fire.		<ul style="list-style-type: none"> <li>?</li> </ul>
Strategy 2.8: Support mechanism to improve enforcement or restrictions on short-term rentals and mechanisms to achieve compliance and enforcement.	<ul style="list-style-type: none"> <li>Too vague</li> <li>No new restrictions needed. Just enforce existing laws.</li> </ul>	<ul style="list-style-type: none"> <li>The AirBnB effect, though negative, I believe is minimal. We should be devoting city resources to increasing the supply of housing, and getting AirBnB to pay for enforcement.</li> </ul>
Strategy 2.9: Encourage and support policy efforts to amend the Ellis Act to exempt San Francisco from certain provisions.	<ul style="list-style-type: none"> <li>Encourage and support policy efforts to maintain affordable housing stock by amending the Ellis Act to exempt San Francisco from certain provisions.</li> </ul>	<ul style="list-style-type: none"> <li>Cannot recommend without explanation of what exemptions we're talking about here.</li> <li>Have a process to ensure that owners using the Ellis Act are in compliance</li> <li>needs to be more clear on the "provisions"</li> </ul>
<b>Goal 3: Develop and enhance the commercial corridor so that it serves working people and supports small businesses, while also offering a range of goods and price points</b>	<ul style="list-style-type: none"> <li>"That it serves all people, small businesses, while also offering a range of goods and price points"</li> </ul>	<ul style="list-style-type: none"> <li>What does range of goods and price points look like?</li> <li>Bring in new Corridor Management. Not use same group. Ineffective</li> </ul>
Strategy 3.1: Research the impacts of allowing greater diversity of uses and business types within the commercial district.		<ul style="list-style-type: none"> <li>too vague - need a better idea of what you mean - what uses and what types of businesses</li> <li>Who's paying for this?</li> </ul>
Strategy 3.2: Investigate what the code allows and how to strengthen and complement existing businesses.	<ul style="list-style-type: none"> <li>Review illegal uses, and unpermitted uses (garage units) in district impacts on parking and street scape.</li> </ul>	<ul style="list-style-type: none"> <li>same as above</li> <li>business concierge</li> </ul>
Strategy 3.3: Develop an acquisition fund to help small businesses purchase the property where their business is located.		<ul style="list-style-type: none"> <li>business concierge</li> </ul>
Strategy 3.4: Promote and strengthen existing legacy business status program for more businesses to increase stability with leases.	<ul style="list-style-type: none"> <li>Needs more definition</li> </ul>	<ul style="list-style-type: none"> <li>business concierge</li> </ul>
<b>Goal 4: Promote relationship building and intercultural exchange among the many different neighborhood stakeholders</b>	<ul style="list-style-type: none"> <li>What does this mean?</li> </ul>	<ul style="list-style-type: none"> <li>?</li> </ul>
Strategy 4.1: Explore means to support Cultural Preservation & Promotion (such as a cultural district).	<ul style="list-style-type: none"> <li>Only if the cultural promotion is that of a multicultural neighborhood. Do not support making it a cultural district for any one culture.</li> </ul>	

	<b>Working Group Comments</b>	<b>General Public/Staff Comments</b>
Strategy 4.2: Promote a sense of ownership among diverse groups to increase a sense of belonging and care for neighborhood.	<ul style="list-style-type: none"> <li>• with a particular emphasis on youth and the next generation and immigrant communities</li> <li>• Promote a sense of ownership among diverse groups to increase a sense of belonging and care for neighborhood, especially for young generation of San Franciscans and new-comer immigrants that no longer see themselves as a part of the City's narrative.</li> <li>• with a particular emphasis on youth and the next generation and immigrant communities</li> </ul>	<ul style="list-style-type: none"> <li>• Please, don't just put up a sign that marks it as a cultural district like "Calle 24".</li> <li>• Yes but there are a LOT of cultures represented here! So how to celebrate diversity and history inclusively?</li> </ul>
<b>Goal 5: Develop and maintain the infrastructure necessary to support a high quality of life for residents and success for businesses</b>		
<p>Strategy 5.1: Research and assess the feasibility and appropriateness of financing and funding tools that can produce and maintain infrastructure the community needs and wants.</p> <ul style="list-style-type: none"> <li>• Infrastructure: stormwater management, affordable rental/owner housing, supporting homeownership, pedestrian infrastructure, public plazas, transit, affordable commercial and institutional space.</li> <li>• Financing tools: 1% for the arts, impact fees, new market tax credits, public-private-partnerships, infrastructure financing districts, Mello Roos, Community Benefits Districts, Green Benefits Districts, and more.</li> </ul>	<ul style="list-style-type: none"> <li>• Do not support Mello Roos financing that taxes only homeowners. Especially in a city with such a low percentage of homeowners. If everyone benefits that all need to be taxed.</li> </ul>	<ul style="list-style-type: none"> <li>• do not want any additional taxes</li> <li>• ?</li> <li>• Make sure that Community Benefits Districts are not just simply supporting already wealthy businesses.</li> </ul>
Strategy 5.2: Allocate funding and staff to create an area plan.		<ul style="list-style-type: none"> <li>• As long as local input is allowed and taken into consideration</li> <li>• First ensure how people who do not have time to attend meetings will be heard—meetings and plans produced must be led by the residents. SF Planning and OEWD should not orchestrate and direct any planning</li> <li>• I thought that this is what we are doing.</li> <li>• Don't know enough to answer - a lot can be learned from successes around the world around adapted. Don't need to start from scratch</li> <li>• Not with Current Corridor Manager. New Leadership. Not from the Mission local group</li> <li>• Sure, but have we not had detailed area plans for parts of district 11 (at considerable cost to the tax payers) and 10 years later, nothing has happened. That's just disappointing. Realistic plans that can actually be implemented - yes.</li> </ul>
<b>Goal 6: Develop a design aesthetic and public realm that enhances neighborhood architectural character</b>	<ul style="list-style-type: none"> <li>• Panel for review, of housing changes (gated bird-cages, and improper detailing and changes on historic buildings lacking review by permit dept. and planning and tree-basin removals)</li> </ul>	<ul style="list-style-type: none"> <li>• This is fine in principal but I expect things to break down when choosing what architectural character.</li> <li>• Yes! Please, preserve and restore our heritage. Consider that high rises will blight our views.</li> <li>• Maybe to some degree when there is new construction. But I think the charm with this neighborhood is that it's a hodgepodge of styles.</li> </ul>
Strategy 6.1: Develop design expectation (architectural context statement) that can be clearly communicated to developers of new buildings.	<ul style="list-style-type: none"> <li>• Emphasize new and modern ideas, not just pastiche old and stucco clad buildings (we have some lousy examples, of stone marble fronted buildings already to show as poor examples)</li> </ul>	<ul style="list-style-type: none"> <li>• The expectation must have impact on reality. If designing to the expectation means they can skip discretionary review and CEQA appeal and board of appeals, then developers will be eager to comply.</li> <li>• Maybe, but see comment above. Keep it somewhat organic.</li> </ul>