

DRAFT – August 29 2022

Castro Pedestrian Mall

Functional Plan and Interim Design Guidelines

Mountain View | CA

Gehl



City of
Mountain View

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Executive Summary

The City of Mountain View is reimagining Castro Street as a public space that puts people first. Places that encourage people to walk, bike and spend time on the street have residents that are happier, healthier and more connected.

Through this project, the City of Mountain View is providing a roadmap for repositioning and restructuring Castro Street as an adaptable, comfortable and lively public space that responds to the needs and desires of residents, business owners and visitors. Castro Street holds the potential to better support local businesses, improve mobility for people of all abilities and invite a wider range of people to socialize, play and dine.

Quality public space is not just a 'nice to have'. It is essential for a city to thrive.

While the initial closures of Castro Street to vehicular traffic in 2020 and 2021 were met with strong support from the public and business owners, they revealed significant issues of accessibility and navigation, as well as gaps in programming. The future success of Castro Street is contingent upon a clear street layout and design guidelines that ensure people can move in a dignified and safe manner, and programming that caters to a diverse audience.

This project serves as an interim plan for the next 3-5 years and lays the foundation ahead of the City undertaking the permanent redesign of the 100-300 blocks. In parallel, there is a pedestrian mall law currently in process and work is being done to improve the transit center connection and the intersections from Evelyn to California. This document outlines a unified framework for the 100-300 blocks with block-by-block recommendations for programming and provides a set of design guidelines with a palette of unified and safe solutions for the interim condition.

Public life is the everyday experience of being in public space.

Why does public life matter?

Vibrant cities are exciting because of the quality of their public spaces and the diversity and extent of public life within those spaces. Successful public spaces promote public life and civic agency, foster health and sustainability, support local businesses, build social capital and connect people to their communities. The Covid-19 pandemic has shown that the value and importance of quality public spaces that support a thriving public life has only increased.

As the main street in Mountain View, Castro Street is a key public space and the heart of downtown. With a commitment to improving the experience of people moving along and spending time on Castro Street, the City of Mountain View joins a global movement of cities that are choosing to put public life first.

Project Context

Project Premise Today

Castro Street is a key public space in Mountain View and the heart of downtown, with a long-standing history of a diverse offering of local businesses serving both the local community and visitors.

In 2020 Castro Street was temporarily closed to vehicular traffic in response to the COVID-19 pandemic as a means to support local businesses. The street closure was met with tremendous support from business owners and the general public who want to see the closure become permanent.

Today, there is a need to strengthen the layout of the space and provide clear design guidelines as the street closure moves from an initially intended short term pandemic economic recovery response, to a longer term interim closure that will serve Downtown Mountain View businesses, residents and visitors alike. The longer term interim closure will serve as a fully functional street closure, while the City undertakes the process of permanently redesigning Castro Street.

A brief history of Castro Street

1850



Mountain View serves as a stagecoach stop between San Jose and San Francisco

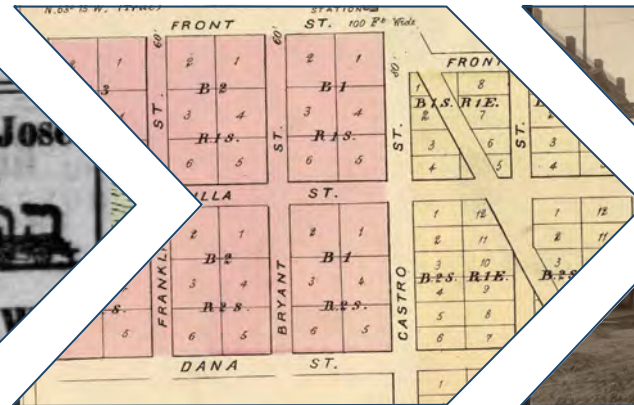
Photo: City of Mountain View Public Library

1864



Arrival of Southern Pacific Railroad shifts the center of town to Castro Street, near the train tracks

1865



Mountain View town grid laid out with Castro Street as main street

1905



Farmers and Merchants Bank opens on corner of Castro Street and Villa Street, later to become Bank of America

Photo: City of Mountain View Public Library

1950



Castro Street and Moffett Boulevard become Mountain View's main north-south link, with four lanes of vehicular traffic

Photo: City of Mountain View Public Library

1991



Road diet implemented on Castro Street to create wider sidewalks and two lanes for vehicular traffic

Project process and timeline



Castro Street Feasibility Study

Feasibility Study of the 100 Block on Castro Street initiated to understand the impact and value of a full or partial closure to vehicular traffic

1st Generation Street Closure

Following the start of the COVID-19 pandemic, Castro Summer StrEATS Reopening Pilot implemented across 100-400 blocks to allow businesses to operate outside

2nd Generation Street Closure

With success of Castro StrEATS, temporary street closure extended for 100-300 blocks (400 block reopened to vehicular traffic as pilot showed little demand for outdoor dining)

Community Engagement for Design Concepts

Three concept alternatives for the 100 block presented to business owners and the general public with overwhelming support for full closure

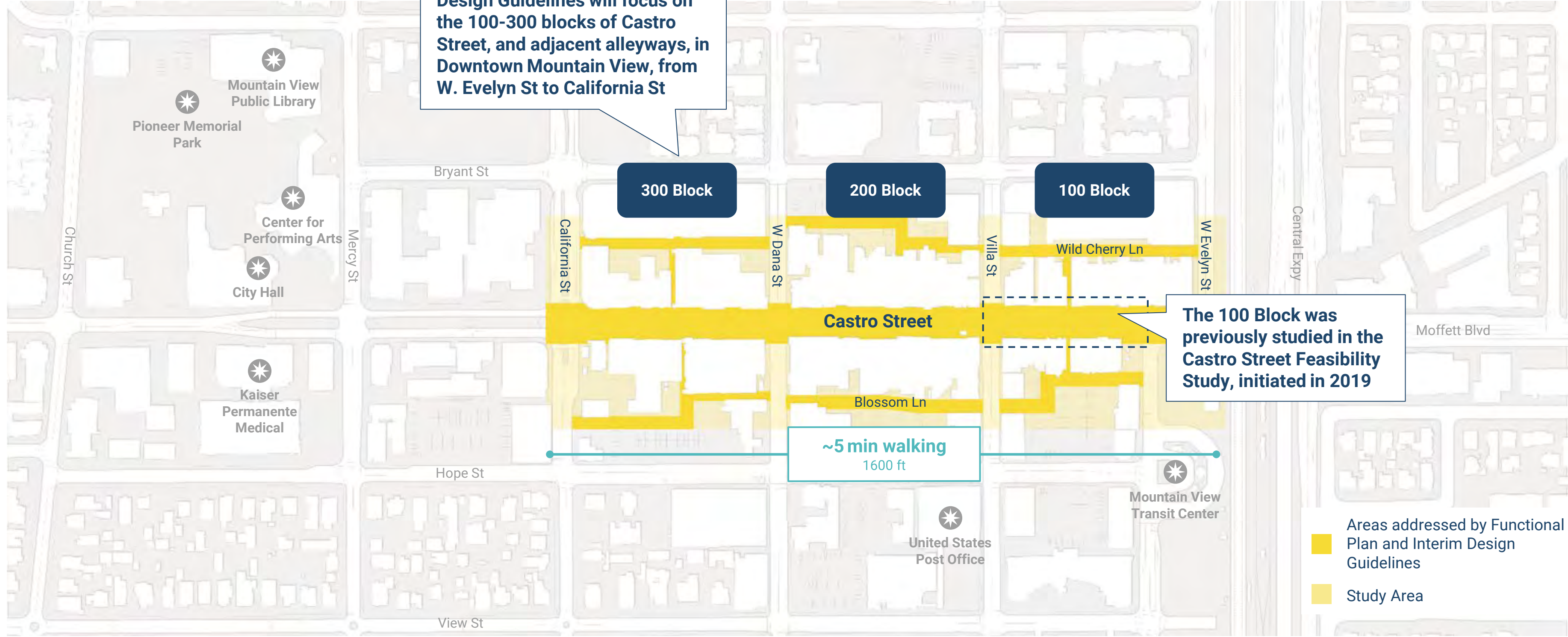
Functional Plan & Interim Design Guidelines

Following City Council approval, Feasibility Study extended to include 200 and 300 blocks with expanded existing conditions research, assessment of right of way allocation across 100-300 blocks and unified design guidelines

Long-Term (Permanent) Redesign

Study Area

The Functional Plan and Interim Design Guidelines will focus on the 100-300 blocks of Castro Street, and adjacent alleyways, in Downtown Mountain View, from W. Evelyn St to California St



300 Block

200 Block

100 Block

The 100 Block was previously studied in the Castro Street Feasibility Study, initiated in 2019

~5 min walking
1600 ft

- Areas addressed by Functional Plan and Interim Design Guidelines
- Study Area

Overall, the temporary closure of the 100-300 blocks on Castro Street has been a big hit ...



... there's been a lot of support from the public and local businesses for pedestrianizing Castro Street permanently



... but, before the street is permanently redesigned, there are some key issues that need to be addressed for the longer-term interim closure

Ristorante
Don Giovanni
CUCINA ITALIANA
OPEN FOR TAKEOUT!
CALL
650.961.9749

... so that Castro Street can not only survive, but thrive, and continue to represent the authenticity, character and diversity of Mountain View



What We've Heard

Insights and Existing Conditions

Insights Overview

01

Programming is limited to outdoor dining.

02

Undefined spaces mean program zones and mobility compete.

03

Current conditions present accessibility challenges.

04

Unclear wayfinding to and through Castro Street.

05

People of all modes are uncomfortable at intersections.

06

An abundance of clutter can present safety concerns.

07

Daily maintenance is a challenge with barricades.

08

Mix-and-matched furnishings creates a sense of disorder.

09

Stewardship is a lingering question.

10

There is no street-wide approach to loading zones and delivery services.

01 Programming is limited to outdoor dining

There's an opportunity to incorporate public programming to complement the private dining patios to better support all of the businesses along Castro Street, invite a wider range of people to spend time, and activate the street both during and outside of business hours for commercial and non-commercial programming.

While great for sheltered dining, the fixed tents on Castro are difficult to remove and limit the flexibility of use and programming along the street.



02 Undefined spaces mean program zones and mobility compete

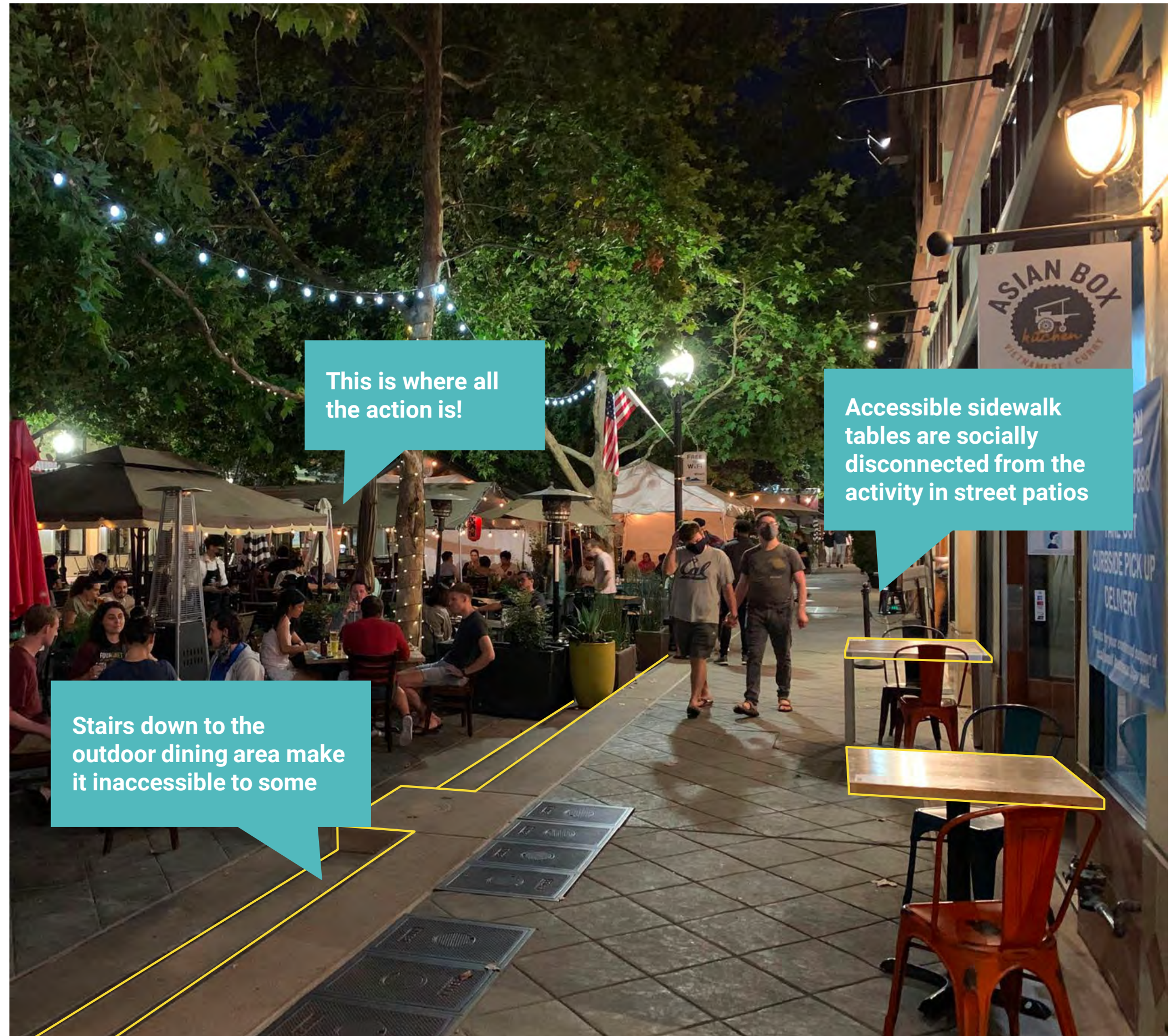
Castro Street is currently being used as a street, not a plaza, with the majority of people moving along the edges on the sidewalks. Without a clear central path for movement, dining patios have turned their backs towards the center with enclosed, temporary tent structures lining the walkway, creating a fragmented experience.

The program and movement zones must be clearly defined so that Castro Street can be experienced in its entirety.



03 Current conditions present accessibility challenges

There's an opportunity to improve accessibility along Castro Street. A grade change between the sidewalk and outdoor patios limits access to the main dining areas. Moving forward, the through-zones and program zones will be ADA accessible so that Castro Street that is welcoming, inclusive, and intuitively navigable for people of all abilities.



04 Unclear wayfinding to and through Castro Street

A clear and legible wayfinding system will improve the experience for people moving along and around Castro Street and create more invitations for people to spend time downtown.



I thought this was a bike lane!

ONLY ONLY ONLY



Am I allowed to scoot down here?



Does this passageway lead somewhere?



Did I take the wrong passageway to my car?

05

People of all modes are uncomfortable at intersections

There's a lot of hesitation at intersections and disregard between people walking, on bikes, and in cars, highlighting an issue of legibility. Though vehicles and pedestrians are moving slowly through the configuration, there is an opportunity to create safer intersections by clearly indicating right-of-way priorities and establishing clear sightlines.



06

An abundance of clutter can present safety concerns

While canopies, umbrellas, heaters and planters throughout the dining areas on Castro Street help to create comfortable micro-climates, they can present fire and safety challenges, limit accessible access, and create a sense of clutter that detracts from the downtown experience. Overall, there is a challenge to ensure that businesses comply with safety and fire regulations.



Clutter can block physical connections and make the street feel messy!



Heaters present fire and safety concerns



Conflicts with existing infrastructure and street uses.



07

Daily maintenance is a challenge with barricades

City services, such as street cleaning, tree maintenances, and garbage collection, can be better facilitated by prioritizing access and removable barriers.



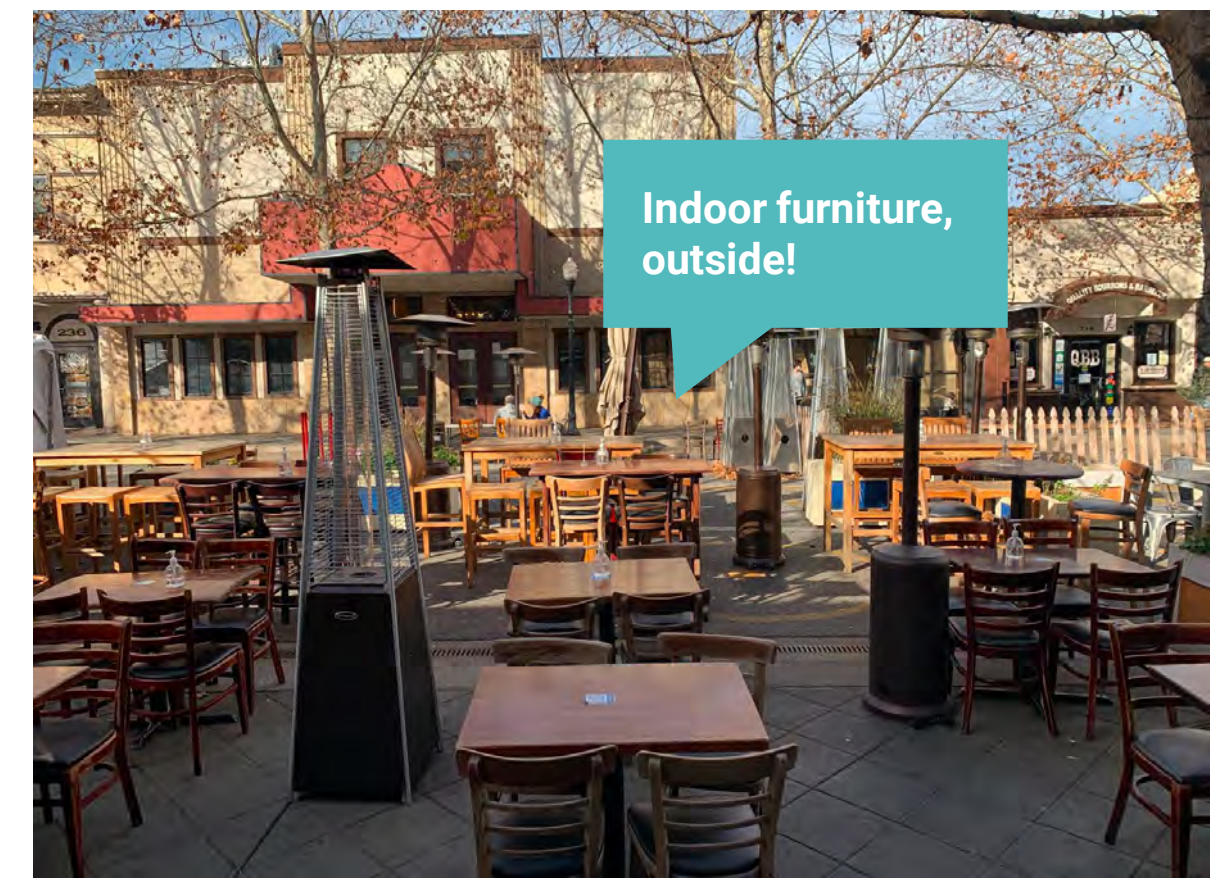
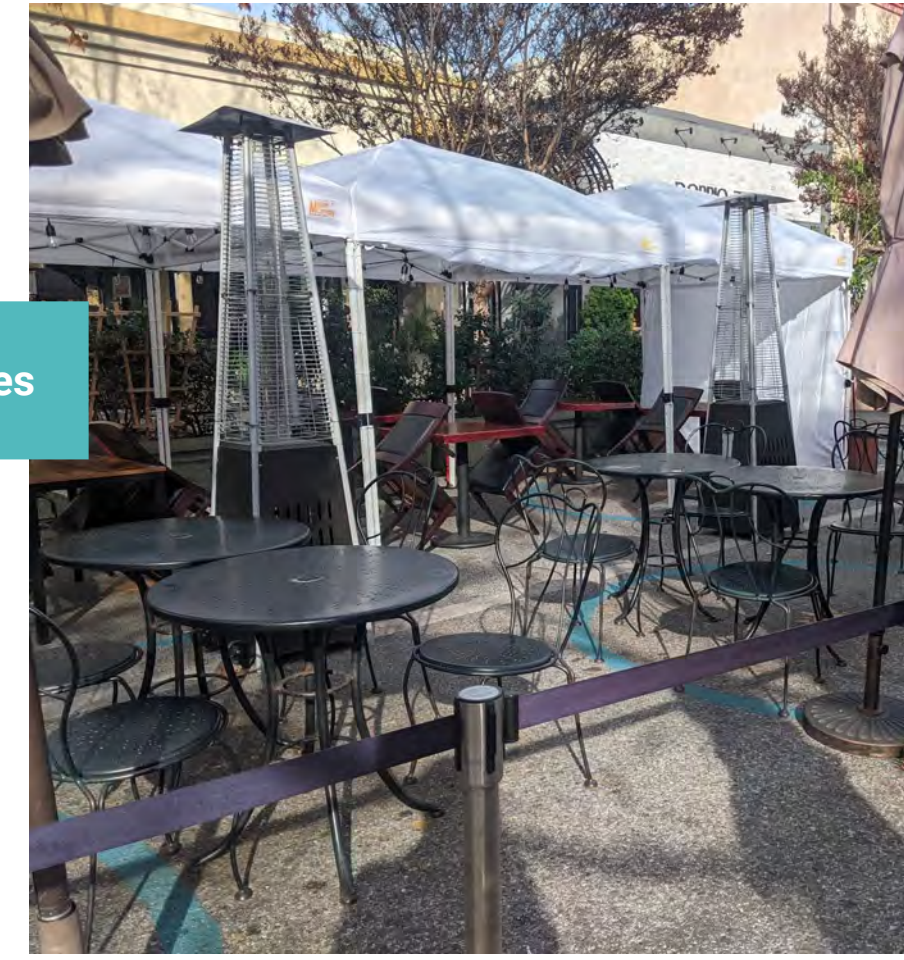
08

Mix-and-matched furnishings creates a sense of disorder

Across Castro Street, there's a range of seating types from indoor furniture to picnic tables and high tops. As Mountain View's main downtown street, Castro should embrace a more unified identity with a refined palette of urban furniture.



Picnic tables



Indoor furniture, outside!

09

Stewardship is a lingering question

There is an opportunity to elevate the level of stewardship along Castro Street by creating clear guidelines for patio upkeep, use, and storage.



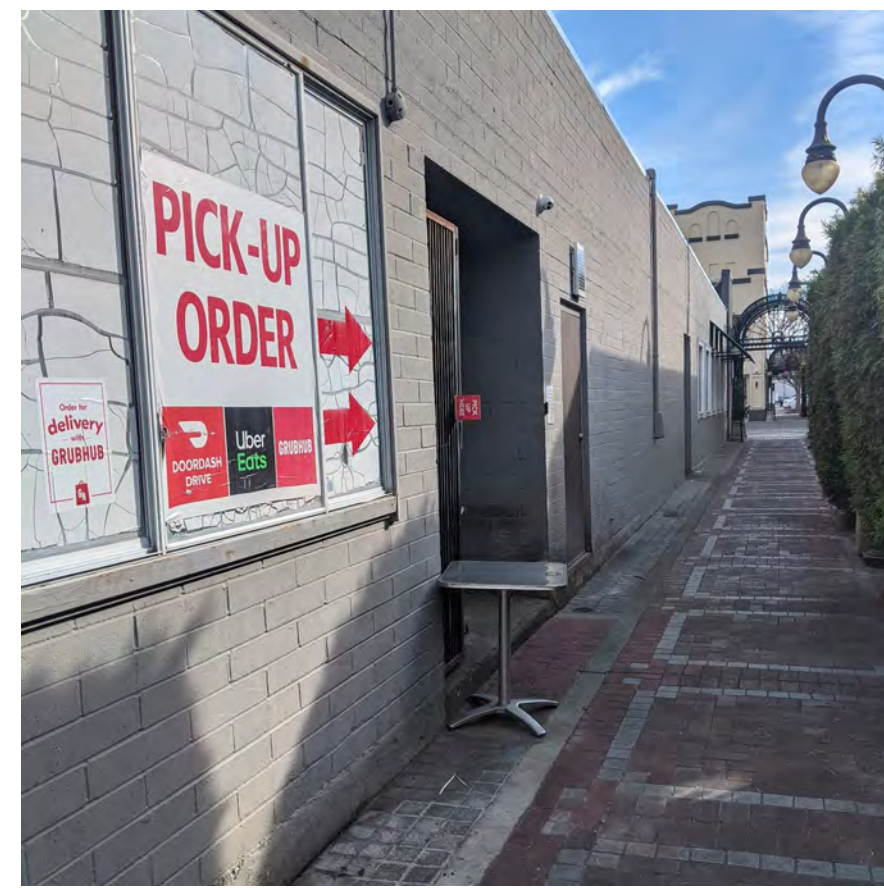
10 There is no street-wide approach to delivery services

While some businesses have routed pickups and deliveries through the alleyways, others have no set system. A thriving Castro Street means increased business which will increase demand for drop-off, delivery areas. There is potential to consider the alleyways as a more formalized, efficient and safe area for delivery services.



Different delivery modes are competing for space and access

People are using the alleyway parking lots as a space to idle as they pick up takeout



Functional and Program Plan

Spatial Layout, Programming,
Roles & Responsibilities

★ **Important Note:**

The following section outlines the building blocks and baseline of the functional and program plans for the interim condition of Castro Street over the next 3-5 years from today. The illustrated drawings are conceptual and should be interpreted as representative conditions.

Project Goals

For Castro Street to continue to thrive it is important to...



Strengthen the character and identity of the street through a higher degree of uniformity and cohesiveness.



Invite users of all ages and abilities to comfortably and safely access and move on and along the street.



Provide a greater variety of ways to spend time that reflects the authenticity and diversity of Castro Street and Mountain View.

Key Elements

The primary components that define the functional and program plan ...



Through Zone

The Through Zone facilitates unobstructed, uninterrupted access throughout the entire corridor through a central walkway, cross movement paths, sidewalks, and adapted crossings. While prioritizing pedestrians, the central walkway provides safe, low speed access for active mobility modes.

01



Program Zone

The Program Zone is a series of designated spaces that balance a wide variety of programmatic potential along Castro Street. While the zones are fixed, their programming responds to the community and commercial needs of Mountain View.

02



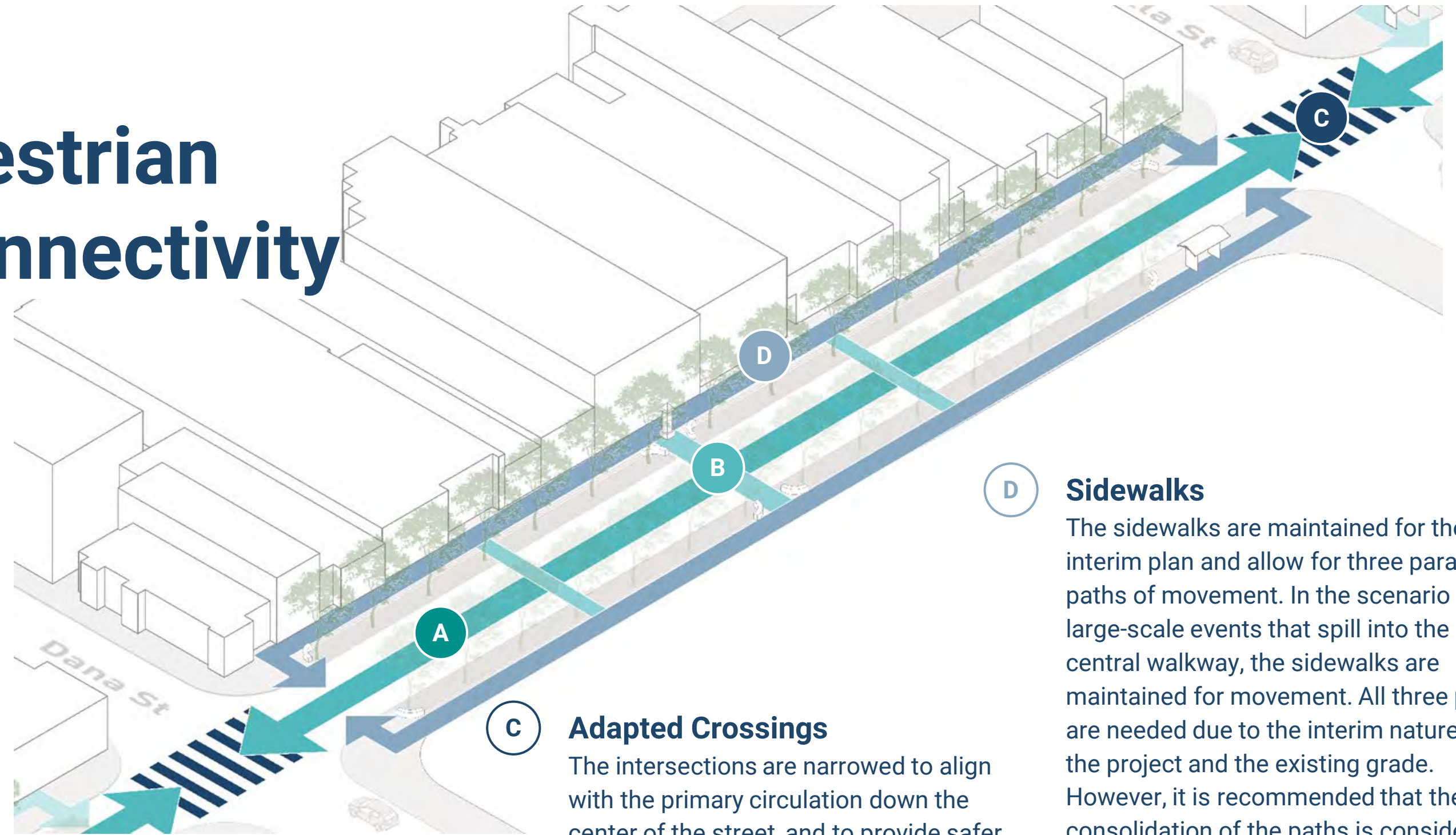
Block Programming

Informed by the existing conditions along Castro Street and the adjacent ground floor uses, specific programming opportunities are identified along the 100-300 blocks to strengthen the overall character and draw of the street.

03

01 Through Zone

Prioritized pedestrian comfort and connectivity



A Central Walkway
 The primary, 16' central walkway runs throughout all three blocks of Castro Street.* The location in the center of the street allows for equal distribution of programming zones on either side of the walkway. While prioritizing pedestrians,† the central walkway allows for bikes and scooters at slow speeds.‡

B Cross Movement Paths
 Cross-movement is integrated through a series of paths that connect to the breezeways and break down program zones to allow for pedestrian access between the central walkway and the building frontages.

C Adapted Crossings
 The intersections are narrowed to align with the primary circulation down the center of the street, and to provide safer crossing for all modes.

D Sidewalks
 The sidewalks are maintained for the interim plan and allow for three parallel paths of movement. In the scenario of large-scale events that spill into the central walkway, the sidewalks are maintained for movement. All three paths are needed due to the interim nature of the project and the existing grade. However, it is recommended that the consolidation of the paths is considered during the permanent redesign process.

Representative block condition

* In the event of slight variation of roadway width, the central walking takes priority over program zones and should remain 16' wide.

† During peak activity hours, bike access and speed will be regulated by the high number of pedestrians. Outside peak activity hours, bikes and other wheeled devices can be welcomed on Castro Street.

‡ It is recommended that the City of Mountain View Consider signage to encourage people to ride respectfully and investigate turning a parallel road into a more robust commuter option for bikes and scooters.

02 Program Zone

Defined zones for potential programming

A

Program Zone

The defined program zones on either side of the central walkway provide space for balanced programming in order to create a great space to work, live, and play.

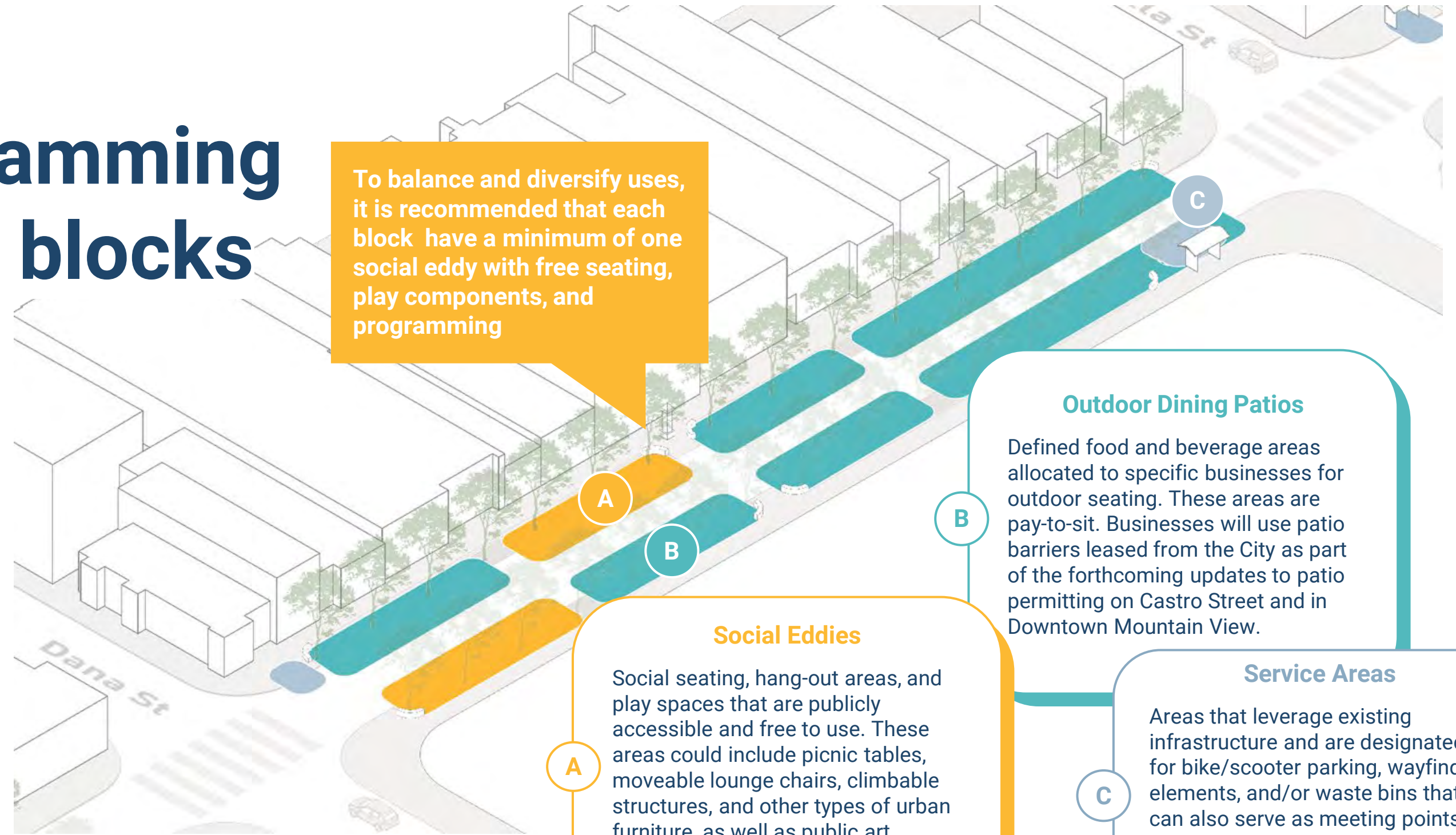
Within clearly defined zones, outdoor dining patios are complemented by public programming that strengthens the economic vitality of small businesses while simultaneously providing an equitable and accessible public space for the entire community of Mountain View.



Representative block condition

03 Block Programming

Balanced programming across all three blocks



Block Programming

Each block holds unique programming opportunities based on the existing character and adjacent ground floor uses. There are defined areas for social eddies, outdoor dining patios, and service areas across all three blocks. Each of these areas must have ADA accessible zones to invite users of all abilities.

Contextually flexible, the type of social eddy is specific for each block, based on the existing character, adjacent ground floor uses, and opportunities for activation.

Representative block condition

To balance and diversify uses, it is recommended that each block have a minimum of one social eddy with free seating, play components, and programming

Social Eddies

Social seating, hang-out areas, and play spaces that are publicly accessible and free to use. These areas could include picnic tables, moveable lounge chairs, climbable structures, and other types of urban furniture, as well as public art installations. These areas are accessible to invite users of all abilities.

Outdoor Dining Patios

Defined food and beverage areas allocated to specific businesses for outdoor seating. These areas are pay-to-sit. Businesses will use patio barriers leased from the City as part of the forthcoming updates to patio permitting on Castro Street and in Downtown Mountain View.

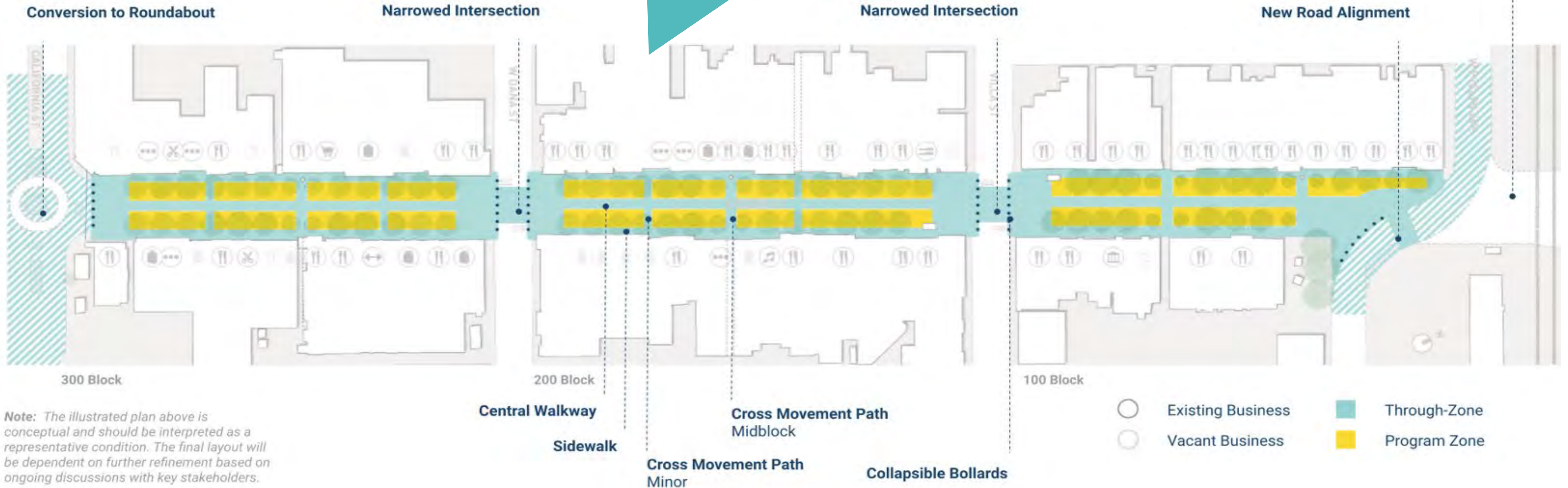
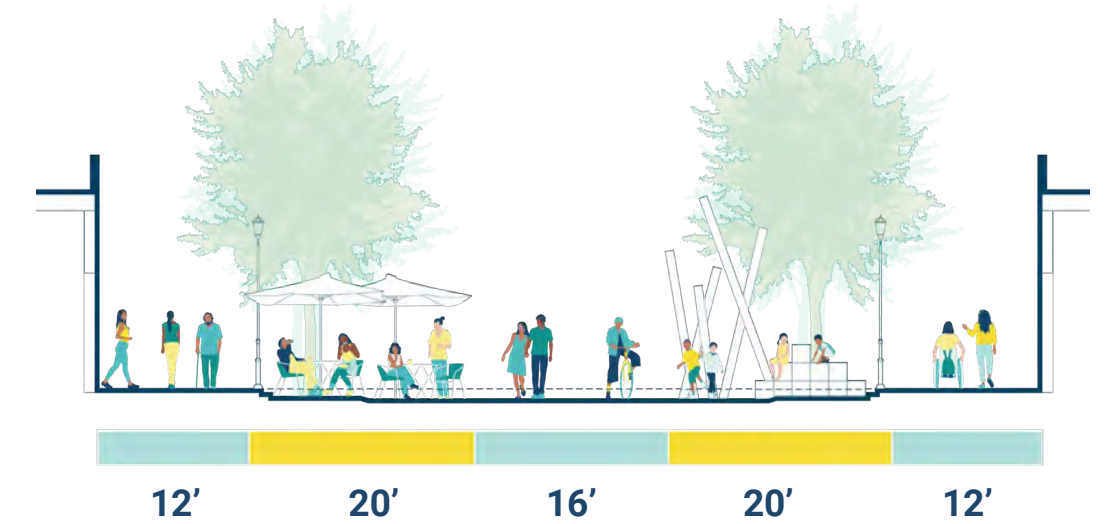
Service Areas

Areas that leverage existing infrastructure and are designated for bike/scooter parking, wayfinding elements, and/or waste bins that can also serve as meeting points. Some service area elements can be included in social eddies for convenient access.

Functional Plan

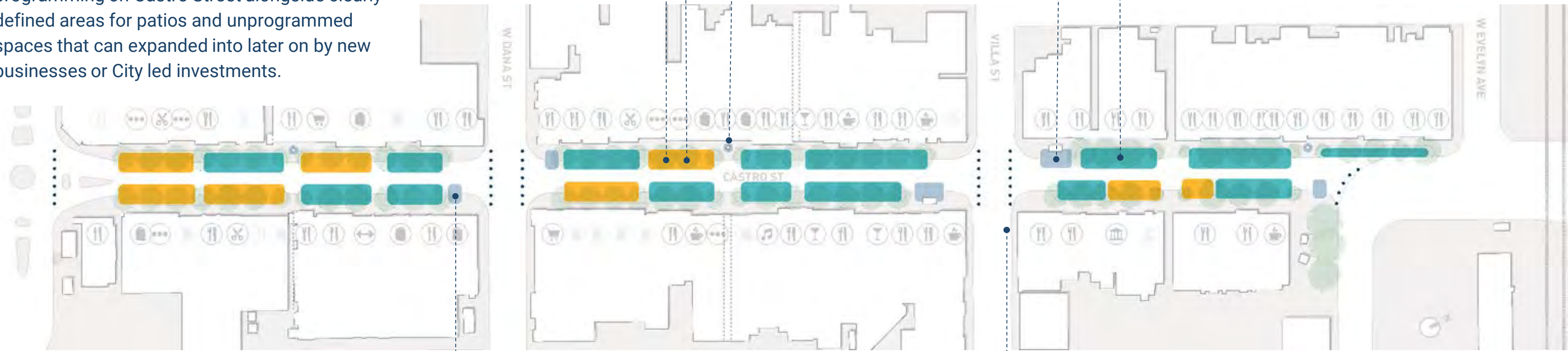
The functional plan outlines a division of the right-of-way that balances the need to access and move along Castro Street in a safe and comfortable manner with the need for dedicated areas for patios, other programming, and activation to take place during the interim condition.

The illustrated interim functional plan is not a 1:1 pilot of the long-term design, as it must account for existing physical constraints. While the interim condition must accommodate the existing grade change, the long-term design could consider concentrating through-zones and program zones.



Program Plan

The Program Plan outlines a Phase 1 investment in City implemented and operated social eddies that will provide a baseline minimum for public programming on Castro Street alongside clearly defined areas for patios and unprogrammed spaces that can be expanded into later on by new businesses or City led investments.



Areas designated for potential social eddies with a minimum of one social eddie per block

Social eddies on each block provide opportunities for public seating, play spaces and moments of respite

Potential for social booths to be rebranded and used for wayfinding

Potential for existing bus shelters to be used as service areas for public seating

Areas designated for potential dining patios

Leverage existing infrastructure at intersections, such as bike parking, to create designated service areas at intersections with wayfinding, and bike/scooter parking, and/or trash bins

Leverage side streets to create designated vehicular loading and unloading areas. See intersection design document for details

- Existing Business
- Vacant Business
- Social Eddies Potential Area
- Outdoor Dining Patios Potential Area
- Service Area

Note: The illustrated plan above is conceptual and should be interpreted as a representative condition. The final layout will be dependent on further refinement based on ongoing discussions with key stakeholders.

Social Eddies

100 Block

Social Eddies

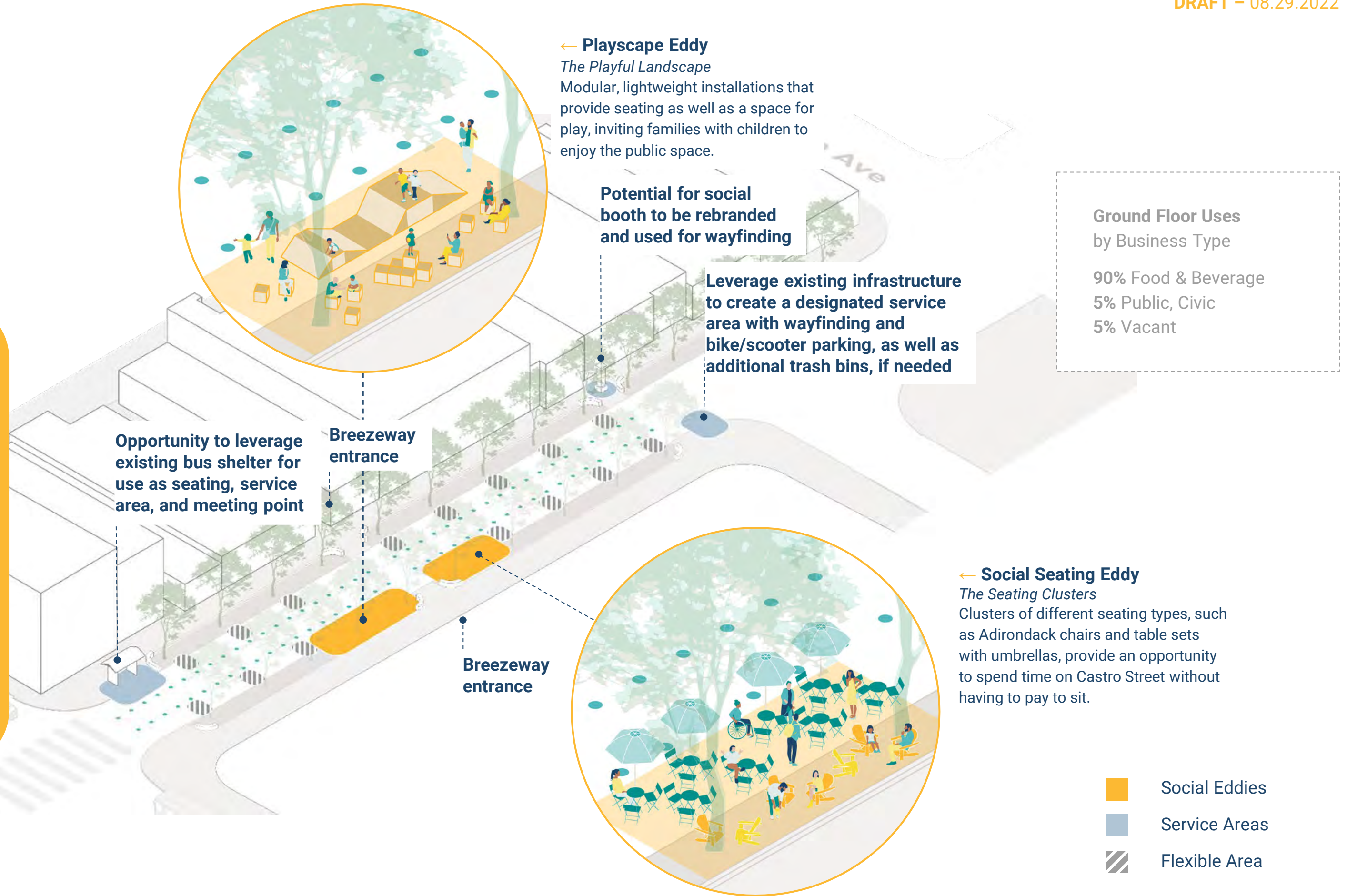
Character

Dominated by restaurants and cafés, the 100 block can provide public seating and play installations that synergize with outdoor dining patios.

Baseline + Flexibility

While several potential locations and programming ideas have been identified in the conceptual diagram, only one social eddy must be implemented and operated during the Phase 1 investment to achieve the baseline minimum for public programming. The specific location, size, and program components are dependent on further discussions.

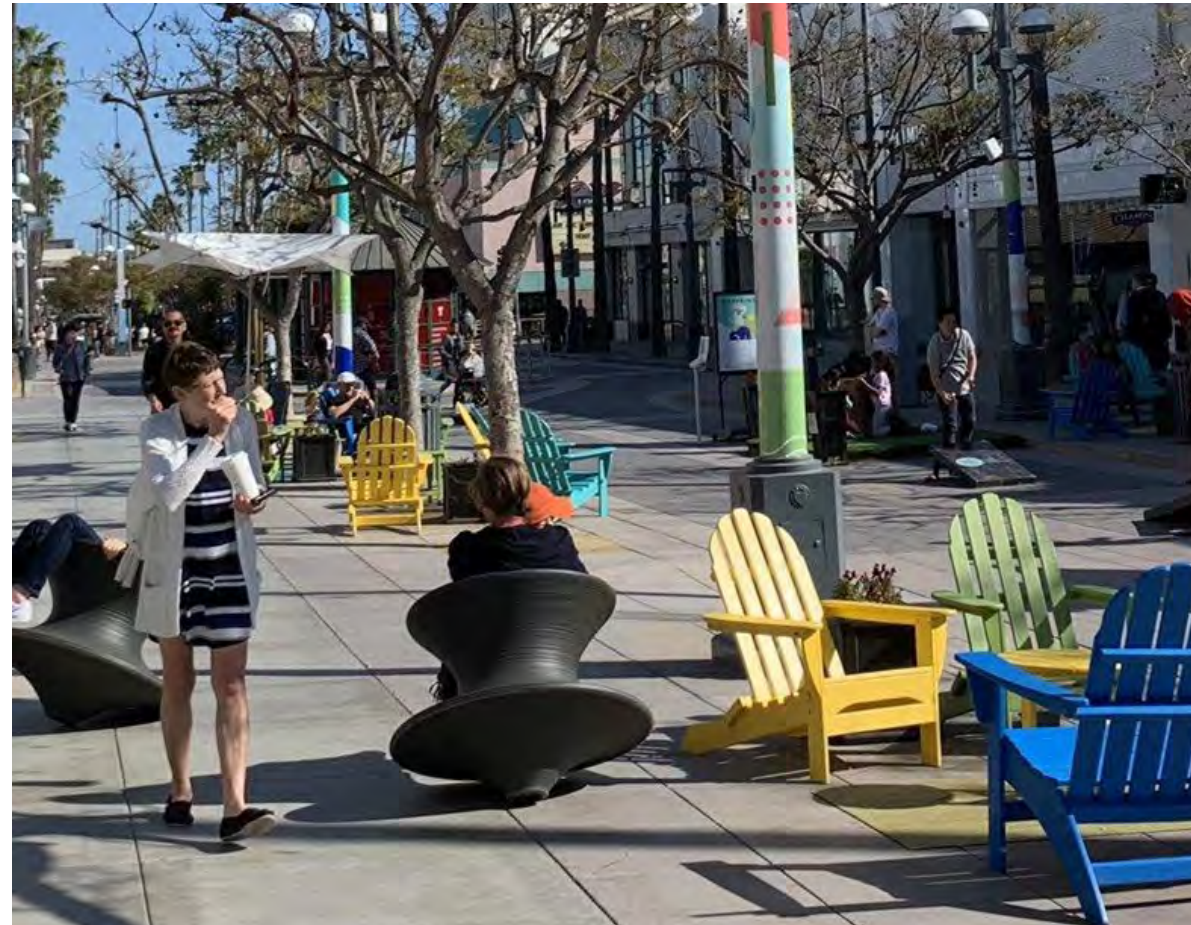
Note: The illustrated diagram is conceptual and should be interpreted as a representative condition. The final layout will be dependent on further refinement based on ongoing discussions with key stakeholders.





Social Eddies

↑ Portable play installations



↑ Clusters of moveable, playful seating



↑ Modular structure provides seating and play opportunities



↑ Installation inspired by local geography



↑ Fixed loveseat perfect for people watching



↑ Movable chair and table sets with umbrellas

Social Eddies 200 Block

Social Eddies

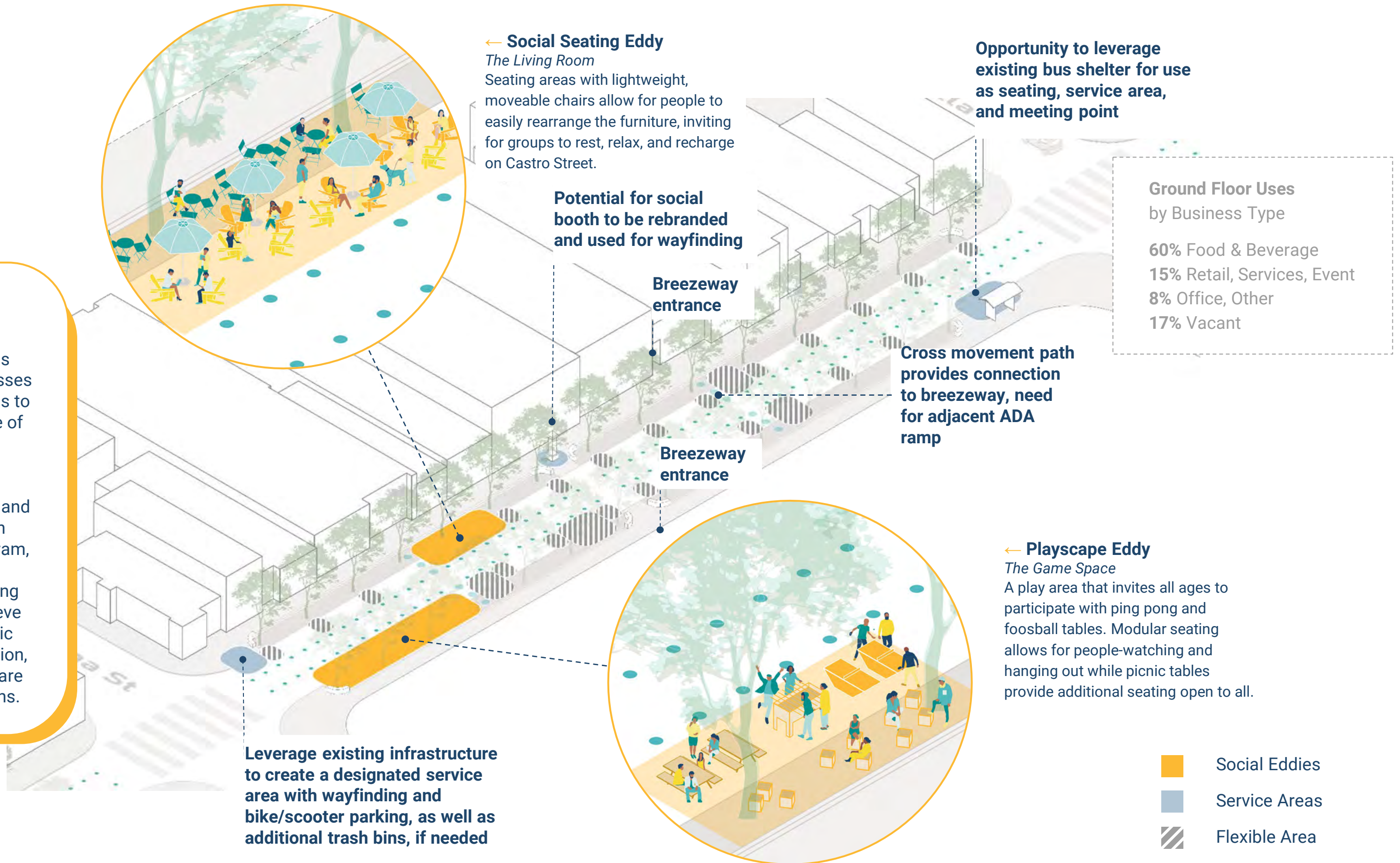
Character

A mix of seating and play areas complements the diverse businesses on the 200 block, providing places to gather and connect, and a range of invitations to spend time.

Baseline + Flexibility

While several potential locations and programming ideas have been identified in the conceptual diagram, only one social eddy must be implemented and operated during the Phase 1 investment to achieve the baseline minimum for public programming. The specific location, size, and program components are dependent on further discussions.

Note: The illustrated diagram is conceptual and should be interpreted as a representative condition. The final layout will be dependent on further refinement based on ongoing discussions with key stakeholders.





↑ Clusters of social seating provide opportunities for respite



↑ Playful and dynamic installations for all ages



↑ Metal ping pong tables



↑ Moveable, lightweight and shaded tables and chairs



↑ Picnic tables provide additional public seating



↑ Foosball tables invite group play

Social Eddies

300 Block

Social Eddies

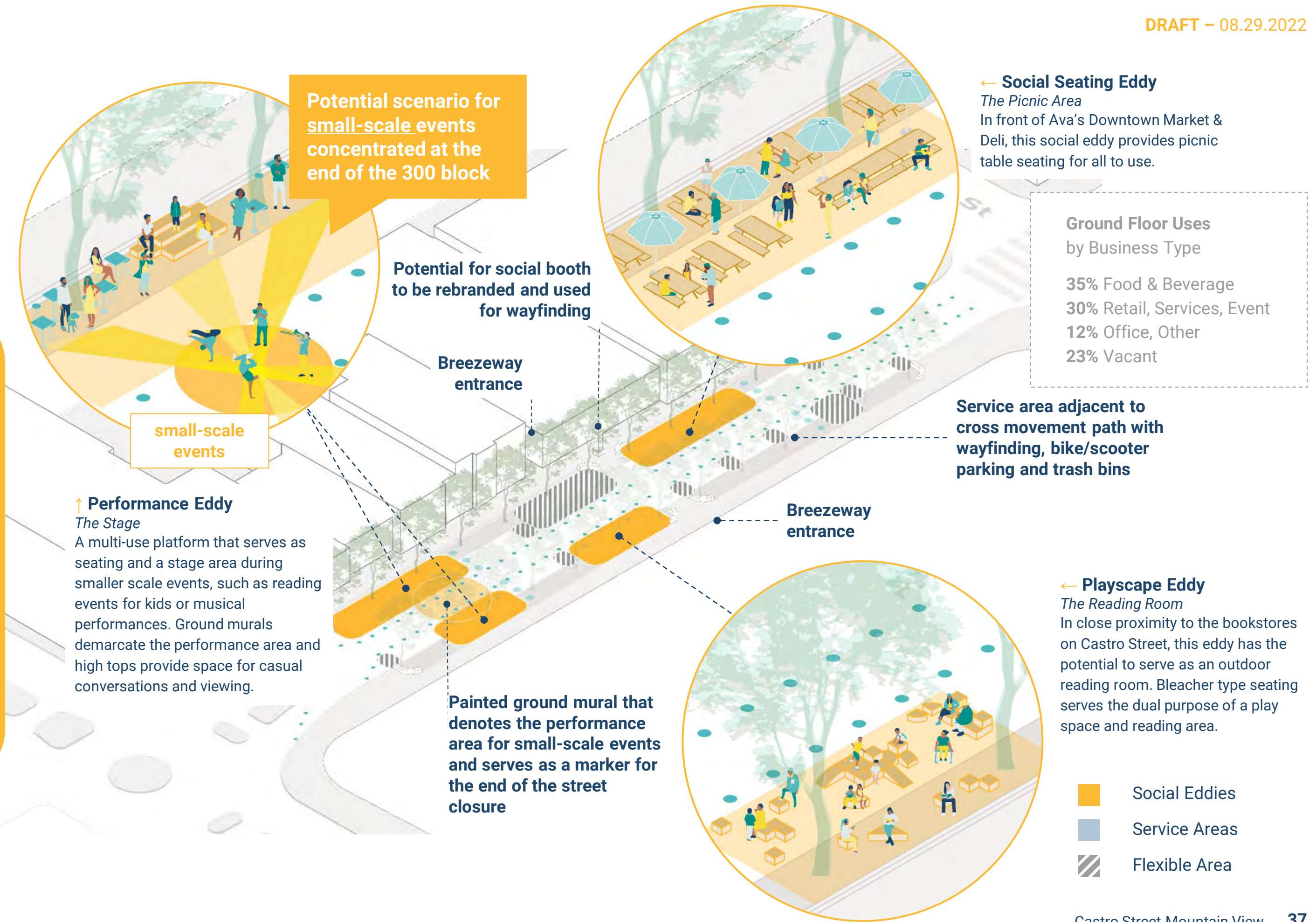
Character

As a bookend of the street closure with less pressure for dining patios, the 300 block lends itself well to serve as a performance area – for both small and large scale events – that draws people down the block.

Baseline + Flexibility

While several potential locations and programming ideas have been identified in the conceptual diagram, only one social eddy must be implemented and operated during the Phase 1 investment to achieve the baseline minimum for public programming. The specific location, size, and program components are dependent on further discussions.

Note: The illustrated diagram is conceptual and should be interpreted as a representative condition. The final layout will be dependent on further refinement based on ongoing discussions with key stakeholders.



Potential scenario for **small-scale events** concentrated at the end of the 300 block

small-scale events

Potential for social booth to be rebranded and used for wayfinding

Breezeway entrance

Breezeway entrance

Painted ground mural that denotes the performance area for small-scale events and serves as a marker for the end of the street closure

← **Social Seating Eddy**
The Picnic Area
In front of Ava's Downtown Market & Deli, this social eddy provides picnic table seating for all to use.

Ground Floor Uses
by Business Type

- 35% Food & Beverage
- 30% Retail, Services, Event
- 12% Office, Other
- 23% Vacant

Service area adjacent to cross movement path with wayfinding, bike/scooter parking and trash bins

← **Playscape Eddy**
The Reading Room
In close proximity to the bookstores on Castro Street, this eddy has the potential to serve as an outdoor reading room. Bleacher type seating serves the dual purpose of a play space and reading area.

- Social Eddies
- Service Areas
- Flexible Area



↑ Street mural to denote a stage area for events



↑ Bleacher seating



↑ Public, portable reading rooms



↑ Creative playscapes with integrated seating



↑ Public picnic tables for groups with different food preferences



↑ Multi-use platform that can serve as seating and stage for events

Roles & Responsibilities

Property Owners

Downtown Business Association

Visitors

City of Mountain View

The City will be responsible for implementation and operation of the through zone and the social eddies, for programming and curation of events, and for developing patio guidelines, issuing permits, and leasing and providing patio barriers to businesses.

Business Owners

Business owners will be responsible for applying for patio permits, implementing their patios, and operating and maintaining their patios, including temporarily removing their patios for events.

Note: More specific roles and responsibilities for stakeholders and the City of Mountain View will be further detailed by the City as part of the forthcoming Implementation Plan.

The City will be responsible for...

*Note for events:

It is recommended that events are recurring, small and large, with a mix of programming that cater to different audiences. Having recurring events at the same day of the week/ month will embed it in people's habits, leading to more people coming. This can be combined with non-recurring pop up events, such as street festivals.

A Implementation of Through Zone

The City will...

- Implement the demarcation of the through zone to clearly define space for walking from space for patios and other programming.
- Add accessibility ramps at all cross-movement paths.
- Modify intersections with raised pedestrian crosswalk, safety bollards, signage, and ground markings.
- Implement wayfinding in the form of signs and vinyl stickers in key locations.

As part of the through-zone implementation, the City will implement overhang string lighting.

B Implementation of Social Eddies

The City will...

- Implement a minimum of one (1) social eddy per block of Castro Street.
- The social eddies will be a combination of off-the-shelf and custom designed furniture:
 - the City will be responsible for selecting a fabricator and coordinating the custom design installations.
 - the City will be responsible for final selection and purchase of off the shelf furniture and games.

C Stewardship & Operations

(of all non-patio space)

The City will...

- Develop patio guidelines, process patio permitting, and furnish patio barriers.
- Implement Service Stations at each intersection, with bike racks, bins, and information stands.
- Solicit continuous input from businesses and the public for improvements.
- Clean and maintain the through zones and social eddies.

The Businesses will be responsible for...

A Patio Permit Application

Businesses will be required to

- Annually renew their patio licenses or apply for a license if currently not a license holder.
- Pay a required patio license fee.

B Patio Implementation

Businesses will be required to

- Review any existing patio furniture to make sure that they meet the requirements.
- Purchase any new patio furniture following the requirements outlined in the guidelines.
- Implement their individual patios within the space allocated for their business through permitting.

C Patio Operation & Maintenance

Businesses will be required to

- Maintain and upkeep their patios and patio furnishing, including trash removal, replacement of broken furnishings, and upkeep of plantings, if implemented.
- Continuously make sure that patio operations are in compliance with requirements provided in the guidelines.
- Temporarily remove patios when requested by the City for street cleaning and special events.
- Maintain insurance and comply with local, state and federal applicable laws.

Interim Design Guidelines

Furnishing Palette for Business Owners
and the City of Mountain View

Interim Design Guidelines For Businesses

! **Updating the Sidewalk Cafe on Castro**
 These interim design standards/guidelines for businesses contain a recommended kit of parts that are simple, unobtrusive, and convey a look and feel that is unified, consistent and polished. **The City of Mountain View is currently in the process of developing the design standards/guidelines.**

The general standards below apply for operating outdoor patio:

- All elements must be freestanding; nothing may be bolted to the ground.
- All elements must be easily movable. Businesses should be able to easily pack up your patio space for street cleaning or special events.
- Structures and platforms are not permitted.
- Patio spaces must be ADA accessible and have accessible seating, or ADA accessible seating must be provided on the sidewalk.
- Patio furnishings must not encroach the 16' center through lane nor encroach a minimum 4' wide pedestrian access along the sidewalk.*
- Floor coverings (eg. synthetic turf) are not permitted.

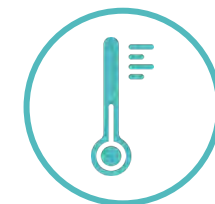
Kit of Parts for:
Business Owners



Patio Furniture



Patio Umbrellas



Heaters

* A 4' wide pedestrian access is the minimum currently proscribed in the Sidewalk Cafe Guidelines. In the permanent redesign, this minimum width will increase to 8' to better comply with ADA requirements.

Interim Design Guidelines For the City of Mountain View

These interim design guidelines for the City contain a recommended kit of parts for furnishing, operating, and maintaining the through zone, social eddies, and block programming along Castro Street, while enhancing the safety, character, and accessibility along the corridor.

Refer to the functional and programming plan to see where these elements could be deployed along Castro Street.

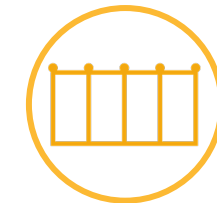
Kit of Parts:
City of Mountain View



Bollards



ADA Access



Patio Barriers



Service Stations



Ground Markings



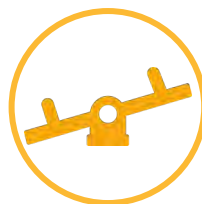
Wayfinding



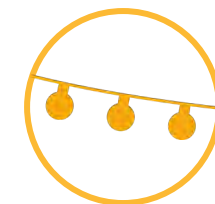
Social Seating



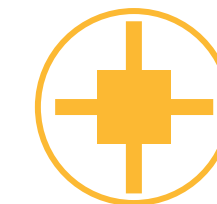
Games



Play Installations



Lighting



Intersection Improvements

Bollards

It must be clearly marked that vehicle access onto Castro Street is not permitted. This requires anchored vertical elements at each intersection.

- Bollards should not restrict pedestrian circulation along the corridor.
- Bollards should provide clear sight-lines.
- Bollards must be impact-rated to protect visitors from vehicular incursion.
- Bollards must include retroreflectivity and be visible at night.
- Selectively deploy collapsible or retractable bollards to provide maintenance vehicle access.
- Refer to the intersection design document for future detail.



↑ Fixed stone bollard and removable metal bollard



↑ Collapsible metal bollards



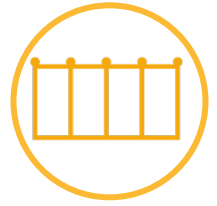
ADA Access

Castro Street should be accessible to visitors of all abilities. ADA access ramps help visitors navigate the double sidewalk steps and access patio dining.

- ADA ramps must meet the ADA guidelines and State of California Accessibility requirements outlined in chapter 11 of the California Building Code.
- ADA ramps must be a minimum 36" inches wide.
- The max slope on ADA ramps is 1:12.
- Refer to the functional and program plans to see the suggested location for additional mid-block ADA access ramps.
- If individual businesses would like to add additional ADA access ramps, their ramps must all meet the above ADA requirements.



↑ Semi-permanent ramps of various materials and colors.

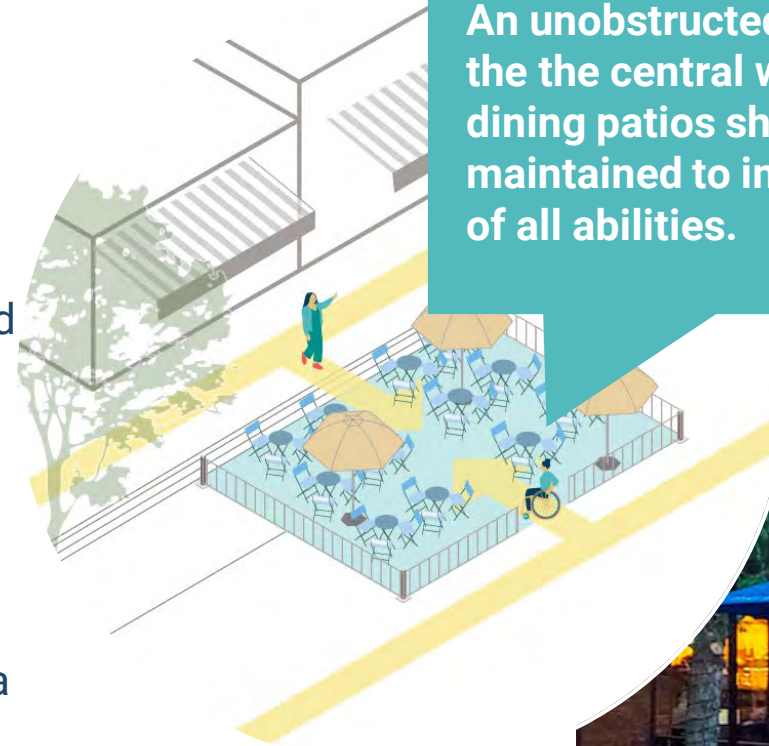


Patio Barriers

To standardize the installation, aesthetics, and accessibility of patios along Castro Street, patio barriers will be provided by the City.

Patio barriers should be neutral, unobtrusive, and not restrict sightlines or inhibit accessibility along Castro Street.

- No generic branding on patio barriers .
- It is **strongly encouraged** that patios have a $\geq 36"$ entrance facing the primary walkway so visitors of various mobility can enter at an even grade.



An unobstructed access from the the central walkway into dining patios should be maintained to invite customers of all abilities.



↑ Metal and wooden free-standing patio barriers with adjustable feet



Service Stations

Service stations consider the basic, public amenities that visitors need. They should guarantee that visiting Castro Street is a convenient and frictionless experience.

Depending on available funding, many permanent elements, such as bike corrals and waste bins, have temporary, decorative, or bespoke equivalents. Elements to consider include:

- Bike racks
- Bike repair station
- Water fountains
- Trash and recycling bins
- Pet waste bag dispensers
- Information boards displaying:
 - ◆ Project information
 - ◆ QR code to solicit public feedback
 - ◆ Maps of local businesses
 - ◆ Upcoming events
 - ◆ Directions to key destinations



↑ CW from top left: Sandwich info board, bike repair stand, bike corral, and existing waste bin and bus stop. Note that the bus stops are wired for electricity and their side boards could be converted to digital screens.

Wayfinding

Wayfinding should provide useful, legible information and directions along Castro Street.

It should be highly visible but also unobtrusive and not block sightlines.

Temporary wayfinding can create the opportunity to test multiple signage systems, and wayfinding installations and types are easily scalable based on the available budget.



↑ CW from top left: Chloroplast, vinyl, paint, and wooden wayfinding signage.



Ground Markings

Ground markings should provide a clear indication of movement and activity zones along Castro Street.

Inner-block markings help define programmed and movement zones, while intersection markings prioritize pedestrians and link the blocks together physically and visually.

Depending on the timeframe and investment, ground markings can range from traffic tape to artistic murals.

These element requires further coordination and involvement of City staff, especially for intersection treatments.



↑ Inner-block ground markings showing play zones.



Social Seating

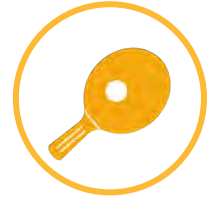
Social seating should provide free-to-sit places to gather along Castro Street.

To scale with available funding, a combination of custom and off the shelf installations are recommended, with an initial focus on picnic tables and adirondack chairs.

Coordinate your resource allocation for social seating and play installations, as custom installations could provide both amenities.



↑ CW from top left: Adirondack chairs, high tops, cafe sets, and the Presidio Loveseat (available for production in all colors except Presidio Red).



Games & Activities

Games and activities should provide a free, joyful amenity to draw people to Castro Street and its businesses.

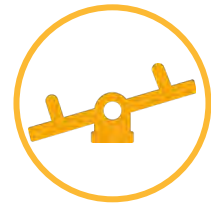
Consider installing games and activities with limited small elements, to reduce loss and replacement costs. Alternatively, a nearby business or street ambassador could operate a check in/ check out system for elements like balls, paddles, pieces, etc.

Games and activities can be purchased off the shelf, and many manufacturers provide the option for custom branding. Some elements can also be rented, allowing the City to test and compare the feasibility and popularity of multiple elements.

Some games and activities to consider are: ping pong tables, musical installations like drums, foosball, seesaws, checker or chess boards, etc.



↑ CW from top left: foosball, ping pong, spinning chairs, and multipurpose game boards.



Play Installations

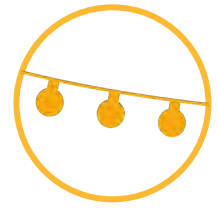
Play installations should transform Castro Street into a destination for the entire family.

To scale with available funding and space, a combination of custom, rental, and off the shelf installations are recommended.

Coordinate your resource allocation for social seating and play installations, as custom installations could provide both amenities.



↑ Play installations enhance the sense of place and are fun for users of all ages.



Lighting

Lighting along Castro should enhance the character and visibility of the street while not limiting accessibility. Consider coordinating with local artists to create custom lighting installations to activate Castro street's unique breezeways.

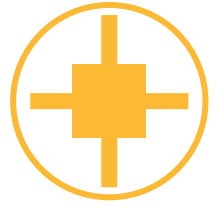
All lighting should be commercial outdoor grade.

String lighting hung across Castro street must have a minimum 14' trough to allow fire engine access.

All lighting cords and plugs should not create tripping hazards or limit ADA accessibility.

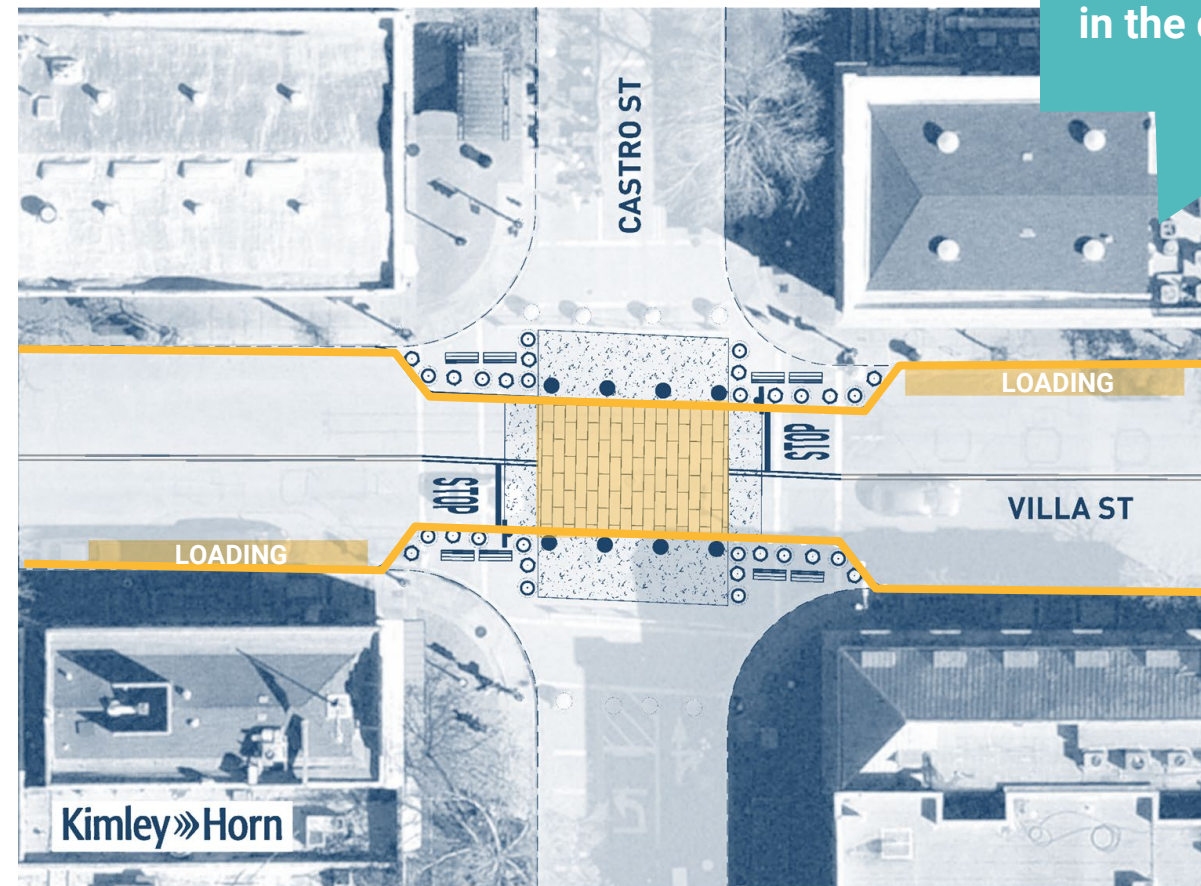
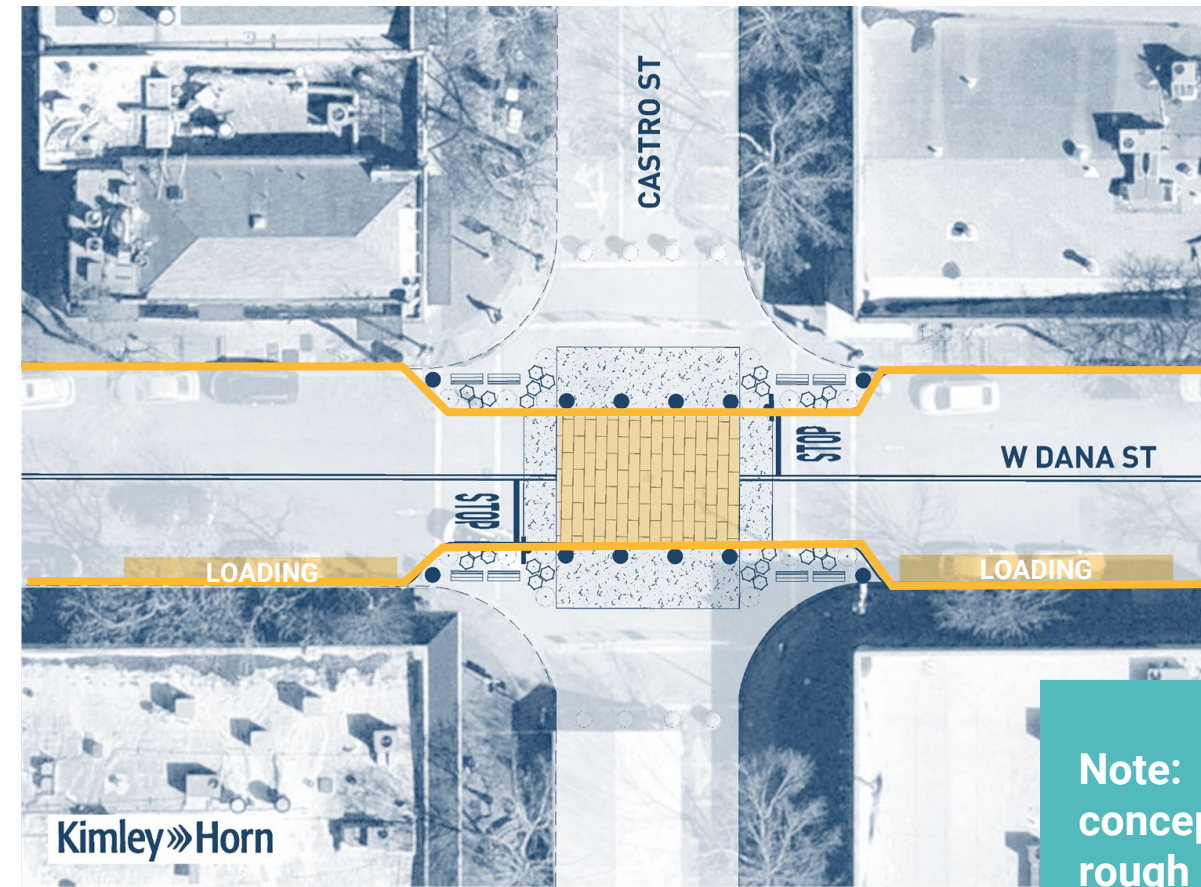


↑ String lighting across to illuminate the streetscape and artistic lighting to activate breezeways.

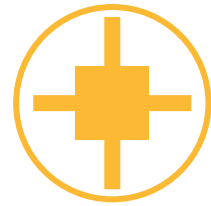


Intersection Improvements: Villa Street & Dana Street

- + Narrowed intersection with single crossing point improves pedestrian safety
- + Loading zones added to the side to keep intersections clear and discourage vehicles loading/parking in front of the crosswalk
- + Bollards allow for maintenance access
- + Raised intersection to slow vehicles

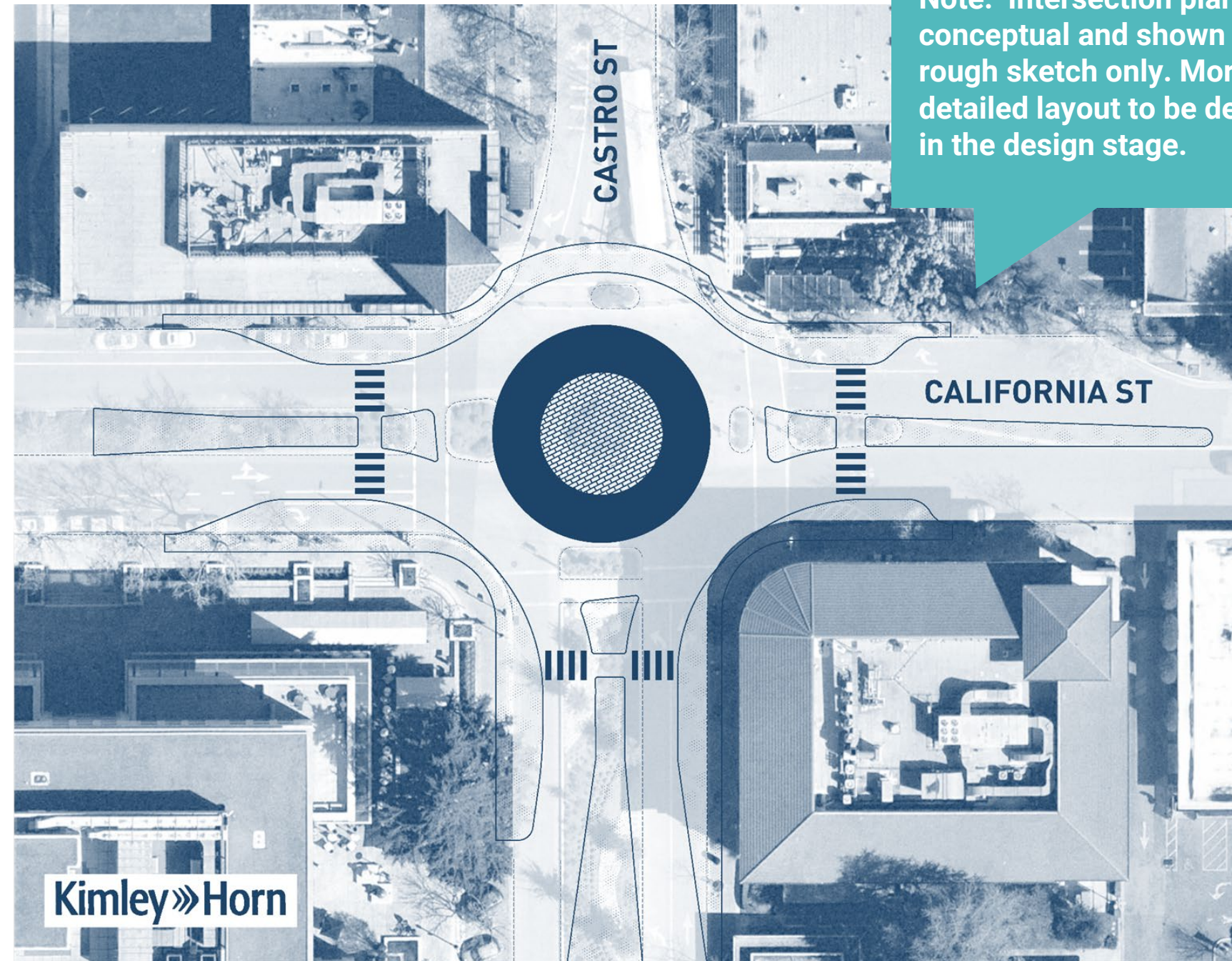


Note: Intersection plans are conceptual and shown as a rough sketch only. More detailed layout to be developed in the design stage.



Intersection Improvements: California Street

- + Reduce California Street to one-lane at intersection
- + Evaluate feasibility of installing 3-legged roundabout
- + Provide loading zones



Note: Intersection plans are conceptual and shown as a rough sketch only. More detailed layout to be developed in the design stage.