

CENTRAL WATERFRONT
DOGPATCH PUBLIC REALM PLAN

EASTERN NEIGHBORHOODS CITIZENS ADVISORY COMMITTEE
COST ESTIMATE / CAPITAL PLANNING UPDATE | 20 MARCH 2017

SAN FRANCISCO PUBLIC WORKS
SAN FRANCISCO RECREATION & PARKS
SFMTA Municipal Transportation Agency
PORT OF SAN FRANCISCO
San Francisco Planning
FLETCHER STUDIO



THIS EVENING'S TOPICS

1. Policy Background, Goals & Outcomes
2. Project Identification, Development & Prioritization
3. Cost Estimates: Typical Improvements
4. Cost Estimates: Priority Projects
5. Questions & Discussion

Why a Public Realm Plan?

GUIDE FUNDING



The Plan will identify and scope projects, provide concept designs and preliminary project costs to better inform funding decisions.

REFLECT PRIORITIES



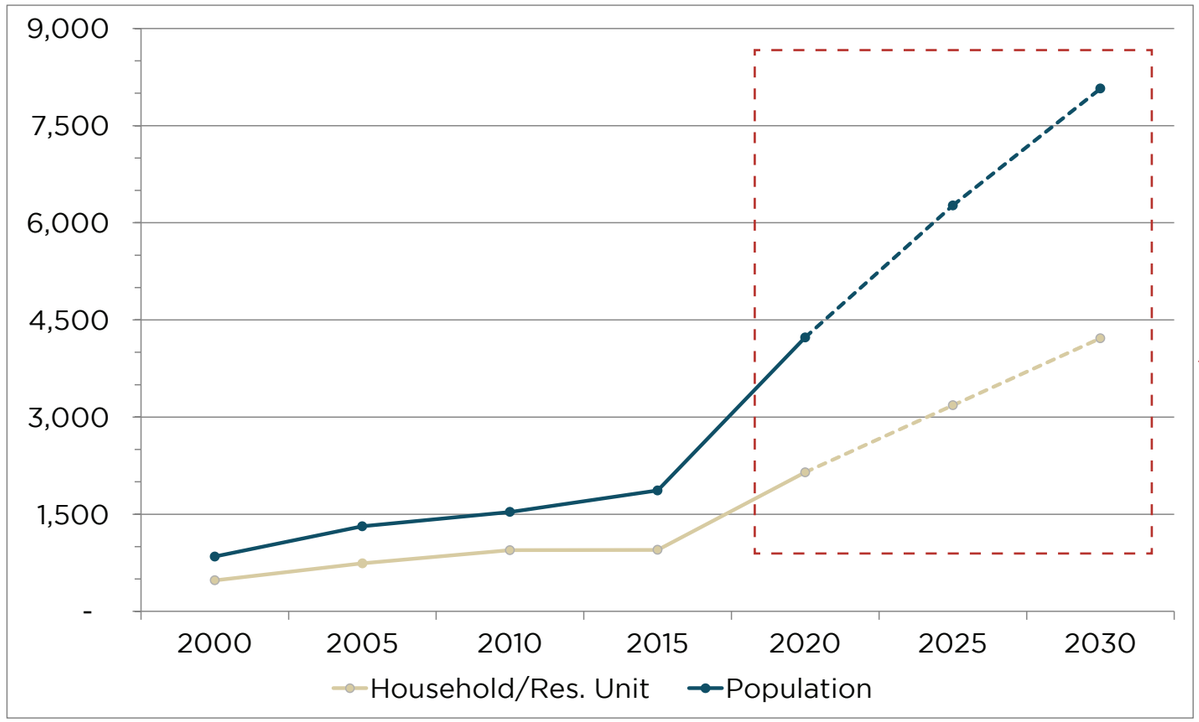
The Plan should reflect the project priorities of local residents, business operators, and neighborhood organizations.

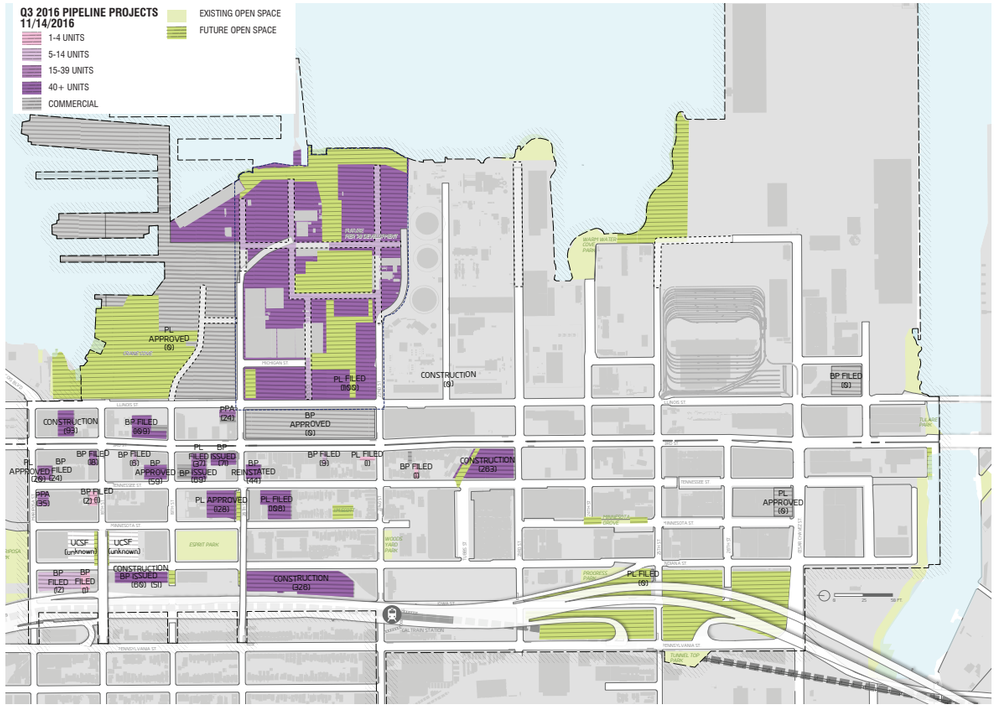
AGENCY COORDINATION



The Plan will provide a platform for coordination between different government agencies, nonprofits, and neighborhood groups.

Why a Public Realm Plan? Growth Projections

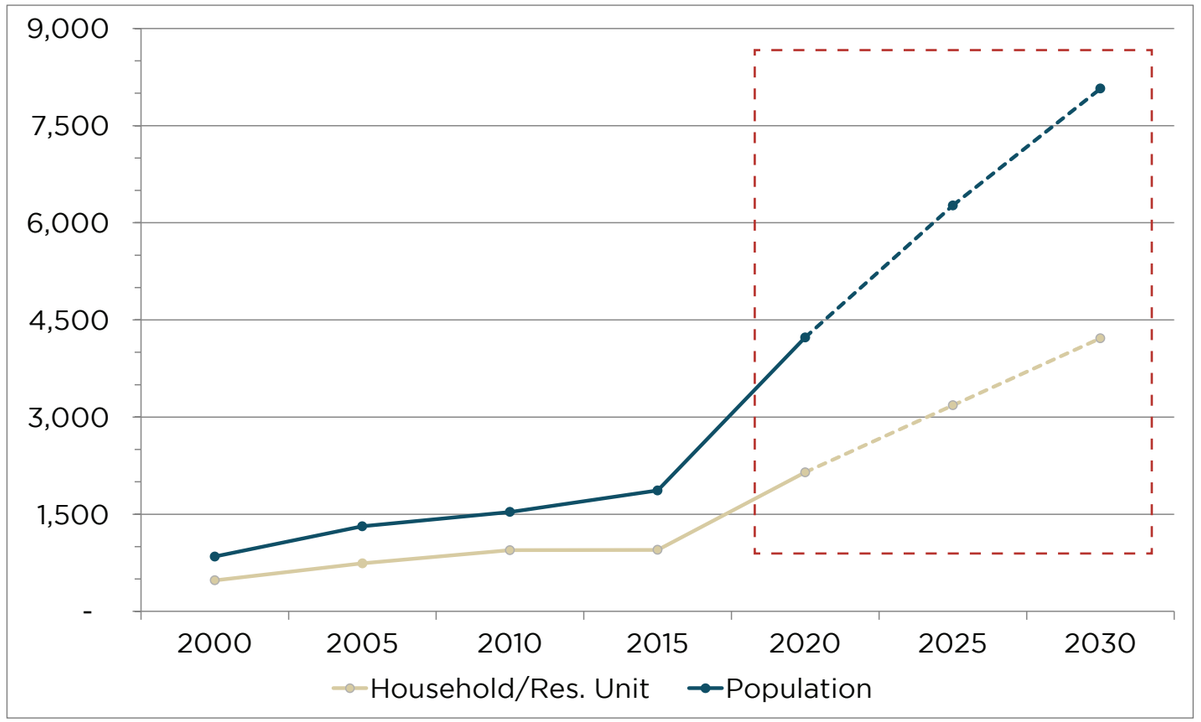


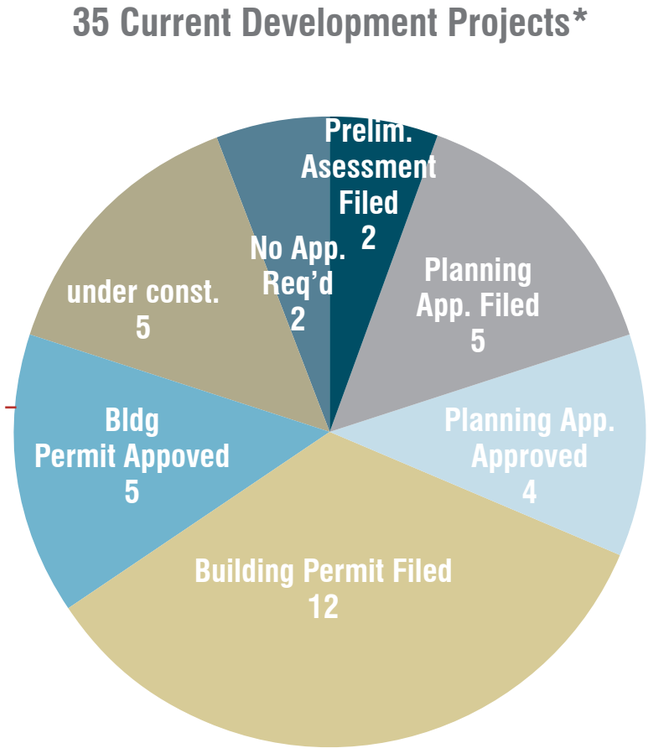


** Based on Q3 2016 development pipeline report (SF Planning). Does not yet include projects with no application on file, such as NRG site. Some projects, such as UCSF student housing, do not require a City application, but are counted here.*

*** 2000 - 2015 population data via US Census / ACS for census tract 226. 2020 - 2025 population projections extrapolated from Q3 2016 development pipeline report (SF Planning)*

Why a Public Realm Plan? Growth Projections





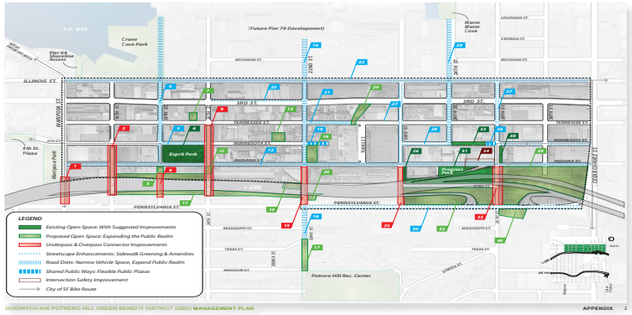
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Policy Background



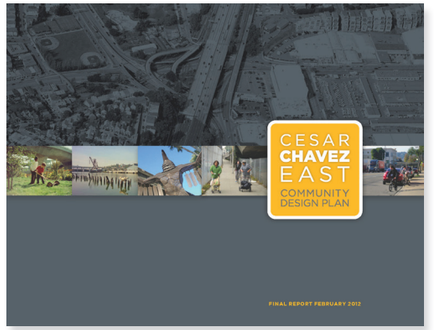
Green Connections
City of San Francisco, March 2014



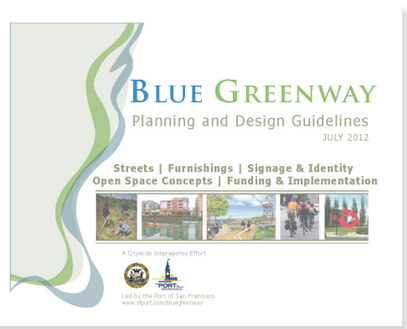
Dogpatch - Northwest Potrero GBD
Management Plan and Green Vision Plan
November 2013



Bicycle Strategy
SFMTA
April 2013



Cesar Chavez East
Community Design Plan
SF Planning, February 2012



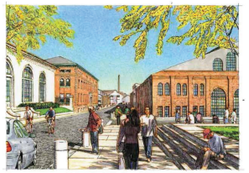
Blue Greenway Planning and
Design Guidelines
Port of SF, July 2012



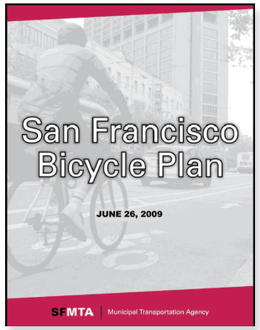
22nd Street Greening Master Plan
Green Trust SF, May 2011



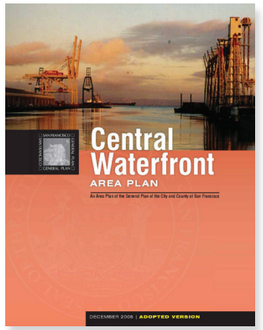
San Francisco Better Streets
City of San Francisco, June 2010



Pier 70 Peferred Master Plan
Port of SF, April 2010



SF Bicycle Plan
SFMTA
June 2009

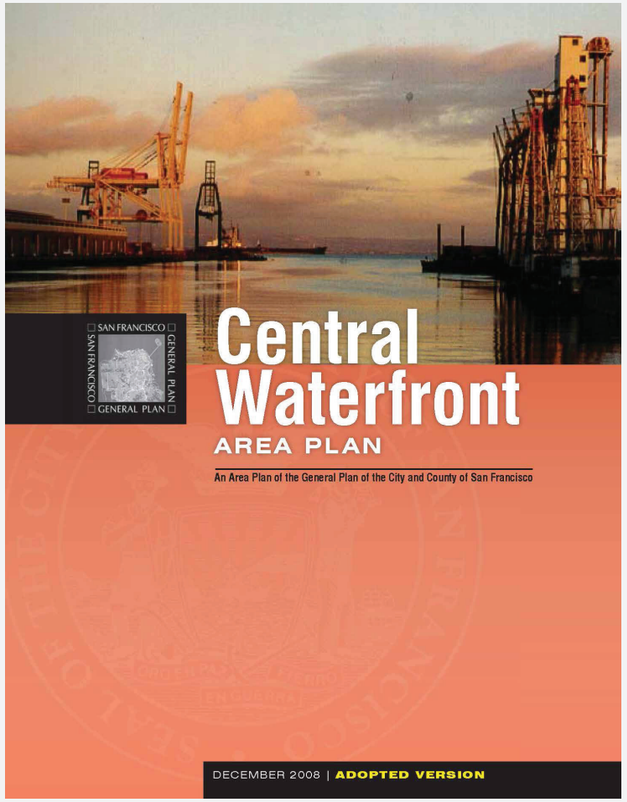


Central Waterfront
Area Plan
SF Planning, Dec 2008

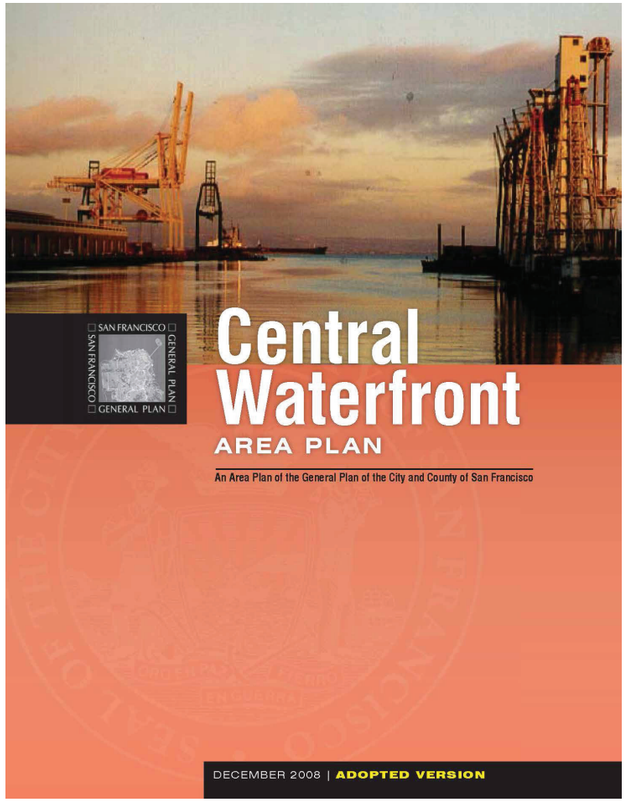


Eastern Neighborhoods
SF Planning, August 2008

Policy Background

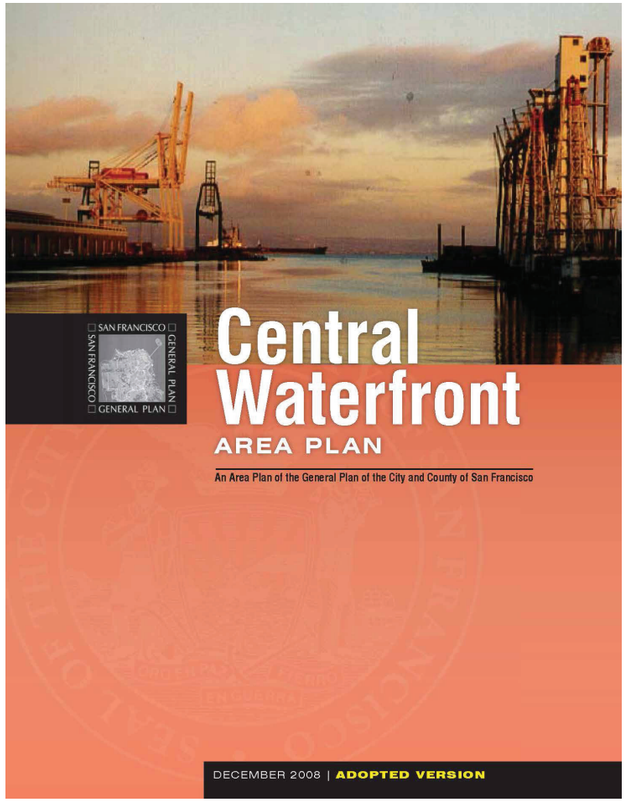


Policy Background



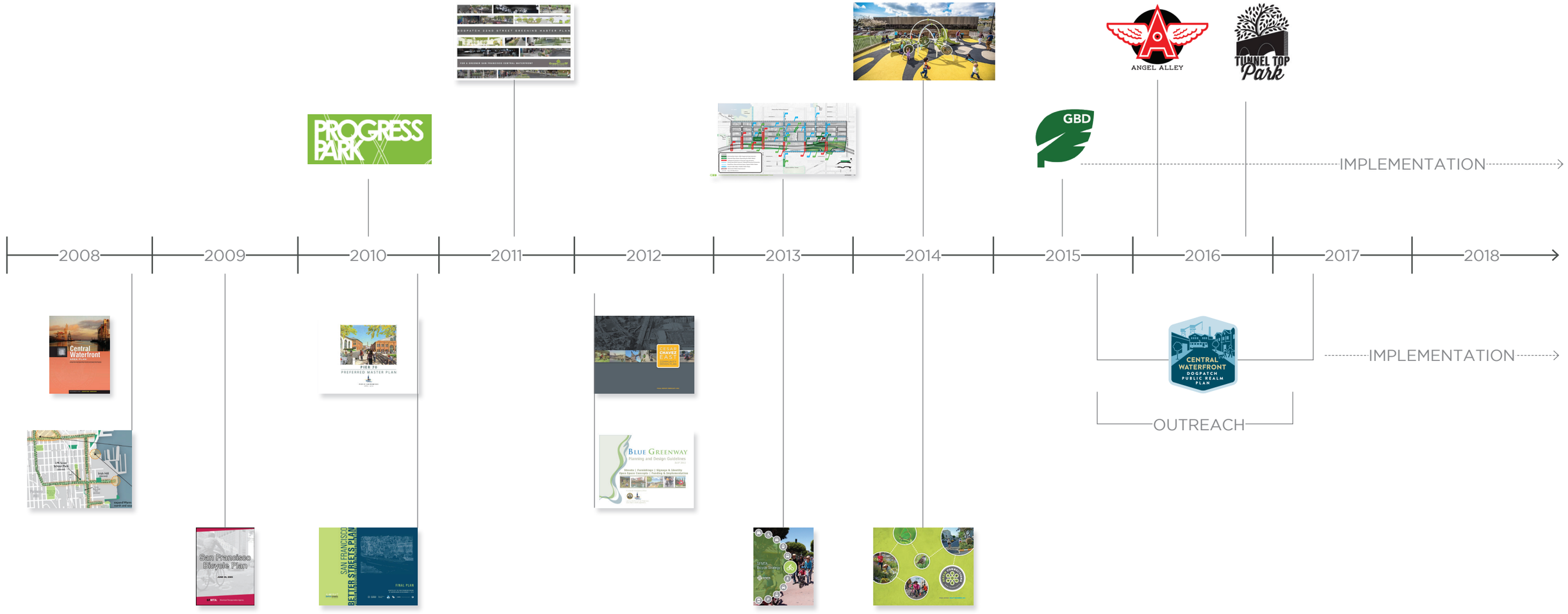
OBJECTIVE 5.1	*Provide public parks and open spaces that meet the needs of residents, workers and visitors.*
OBJECTIVE 5.3	*Create a network of green streets that connects open spaces and improves the walkability, aesthetics, and ecological sustainability of the neighborhood.*
POLICY 5.3.1	*Redesign underutiilized portions of streets as public open spaces, including widened sidewalks or medians, curb bulb-outs, "living streets" or green connector streets.*
POLICY 5.3.2	*Maximize sidewalk landscaping, street trees and pedestrian scale street furnishing to the greatest extent feasible.*

Policy Background



POLICY 5.3.3	*Design intersections of major streets to reflect their prominence as public spaces.*
POLICY 5.3.4	*Enhance the pedestrian environment by requiring new development to plant street trees along abutting sidewalks. When this is not feasible, plant trees on development sites or elsewhere in the plan area.*
POLICY 5.3.5	*Significant above grade infrastructure, such as freeways, should be retrofitted with architectural lighting to foster pedestrian connections beneath.*
POLICY 5.3.6	*Where possible, transform unused freeway and rail rights-of-way into landscaped features that provide a pleasant and comforting route for pedestrians.*

Policy Background



Plan Process & Outcomes



IDENTIFY PROJECTS

Through a robust community engagement process, finalize a prioritized list of streetscape, open space, and other public realm projects.



DEVELOP DESIGNS

Working with neighborhood residents, businesses, and property owners, produce conceptual design for the highest priority projects. Develop design strategies for the remaining projects.



ESTIMATE COSTS

Provide robust cost estimates for each of the projects identified in the plan, includeing area-wide improvements.

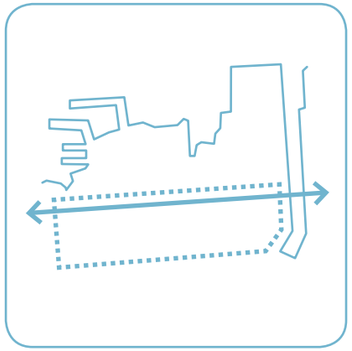


PROGRAM IN CCP

Allocate public funds for projects based on the cost estimates. Schedule in the the City's capital plan for implementation, coordinating with existing public and private projects.

Planning Effort Timeline

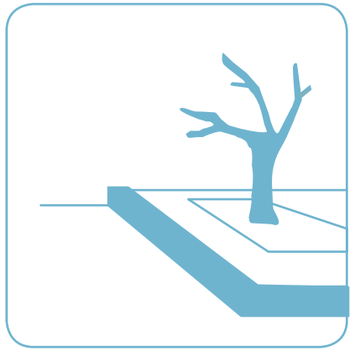
1 Summer 2015



BEGIN OUTREACH AT COMMUNITY GROUP MEETINGS

Planning Department begin oureach at DNA, PDMA, Potrero Boosters, CWAG, DPNWP GBD, and other regular stakeholder meetings. Launch Neighborland, an online polling and public feedback site.

2 February 2016



EXISTING CONDITIONS DOCUMENTATION

Gather information about private development, public planning projects, and the state of streets and sidewalks. Identify opporunities and constraints for public realm plan projects in Dogpatch. Coordinate between City Agencies.

3 March 2016



IDENTIFY PRIORITIES

Collect oral histories, and hold focus groups,

Public Workshop #1
Gather community input to identify priority projects for Dogpatch.

4 May - Nov 2016



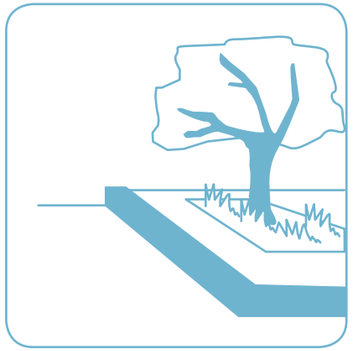
DEVELOP DESIGN IDEAS

Public Workshops #2A and #2B

Report back on results from Workshop #1.

Present ideas for design strategies. Collect community feedback on preferences.

5 Nov. - Mar 2016

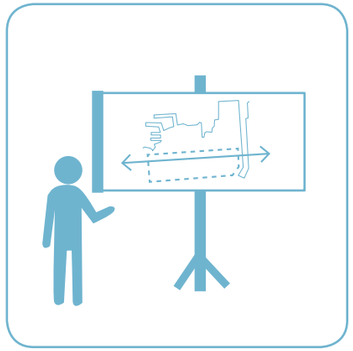


FINALIZE CONCEPT DESIGNS

Conduct feasibility analyses with MTA, Recreation and Parks, Port of SF, Public Works, and others. Develop design options for priority projects.

Public Workshops
Collect public input on design options.

6 Spring 2017

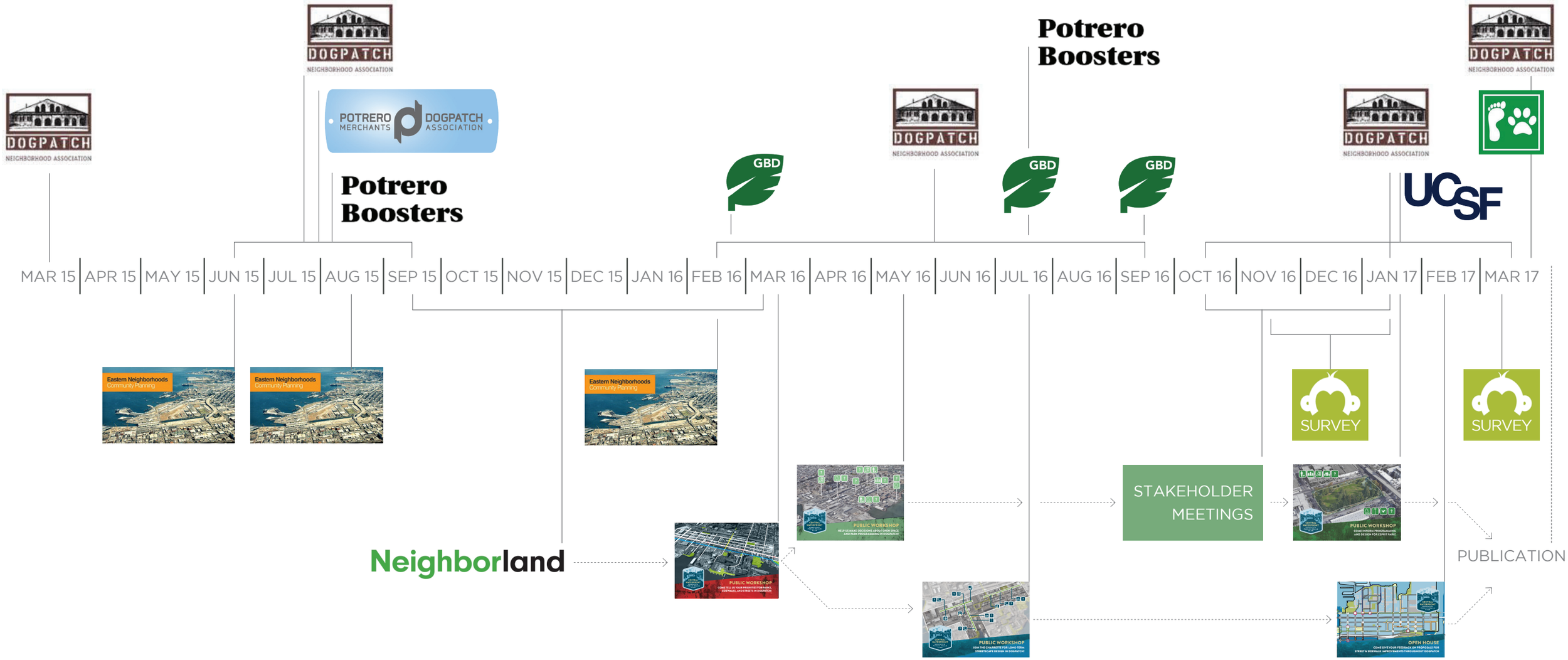


RELEASE AND ADOPTION

Develop cost estimates for preferred designs. Finalize an implementation plan for all public realm projects.

Begin using the plan as an instrument for funding and building projects.

Community Outreach & Engagement



Community Outreach & Engagement: Stakholder Mtgs

2nd TUES	Dogpatch Neighborhood Assn. (DNA)
2nd TUES	Potrero-Dogpatch Merchants Assn. (PDMA)
LAST TUES	Potrero Boosters
3rd WEDS	Central Waterfront Advisory Committe
1st THURS	Penninsula Joint Powers Board of Directors (Caltrain)
AS NEEDED	Dogpatch - NW Potrero Hill Green Benefit District
AS NEEDED	Tunnel Top Park Steering Committee
AS NEEDED	Port of SF / Office of Economic & Workfoce Devel
AS NEEDED	HOPE SF / Portrero Hill



Community Outreach & Engagement: Hosted Events

March 2016	Workshop #1: Kickoff and Project Prioritization
May 2016	Workshop #2: Open Spaces & Parks
July 2016	Workshop #3: Streetscapes and Streetparks
Oct - Jan 2016	Focus Groups: Open Spaces & Parks
February 2017	Workshop #4: Esprit Park
February 2017	Workshop #5: Streetscapes
Spring 2017	*Workshop #6: Plan Presentation*











Project Identification & Prioritization

Green Connections
March 2014

GBD Management Plan
November 2013

Bicycle Strategy
April 2013

Cesar Chavez East Community Design Plan
February 2012

Blue Greenway
July 2012

22nd Street Greening Master Plan
May 2011

San Francisco Better Streets
June 2010

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SF Bicycle Plan
June 2009

Central Waterfront Area Plan
Dec 2008

Eastern Neighborhoods
August 2008

SURVEY

FEB - MAR 2017

PUBLIC WORKSHOP

#1, MARCH 2016

Neighborland

SUMMER / FALL / WINTER 2015

PUBLIC REALM PLAN
PRIORITY LIST

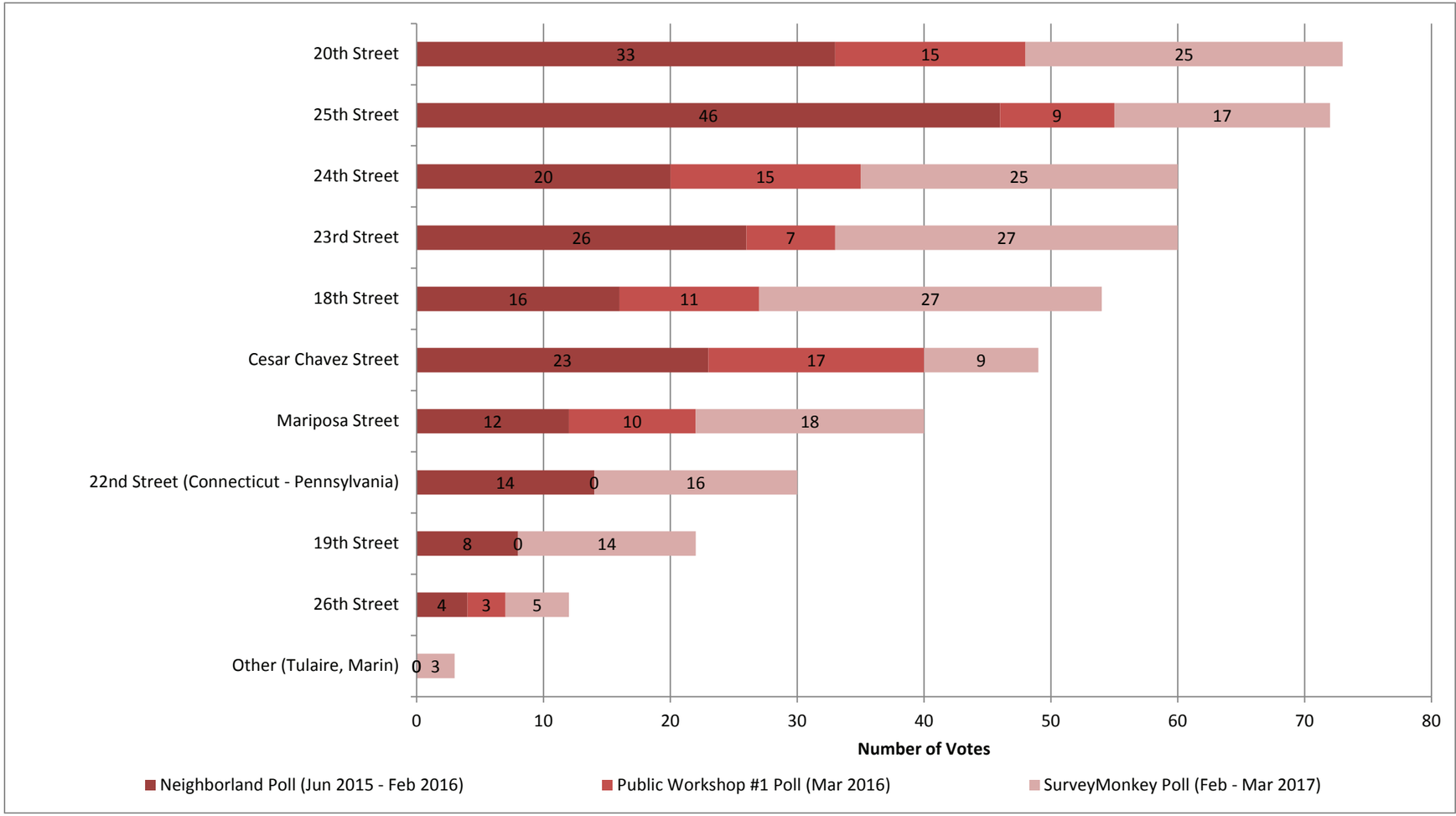
COST ESTIMATES &
FUNDING ANALYSIS

INITIAL PRIORITY LIST:
CONCEPT DESIGN DEVEL.

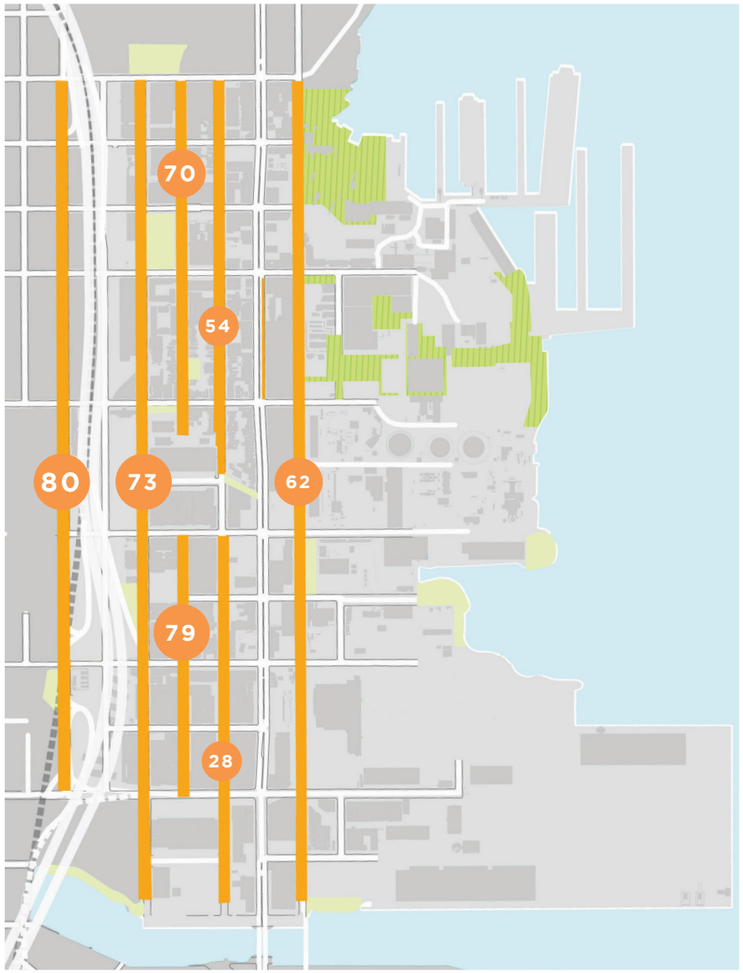
PRELIMINARY INTERAGENCY
FEASIBILITY ANALYSIS

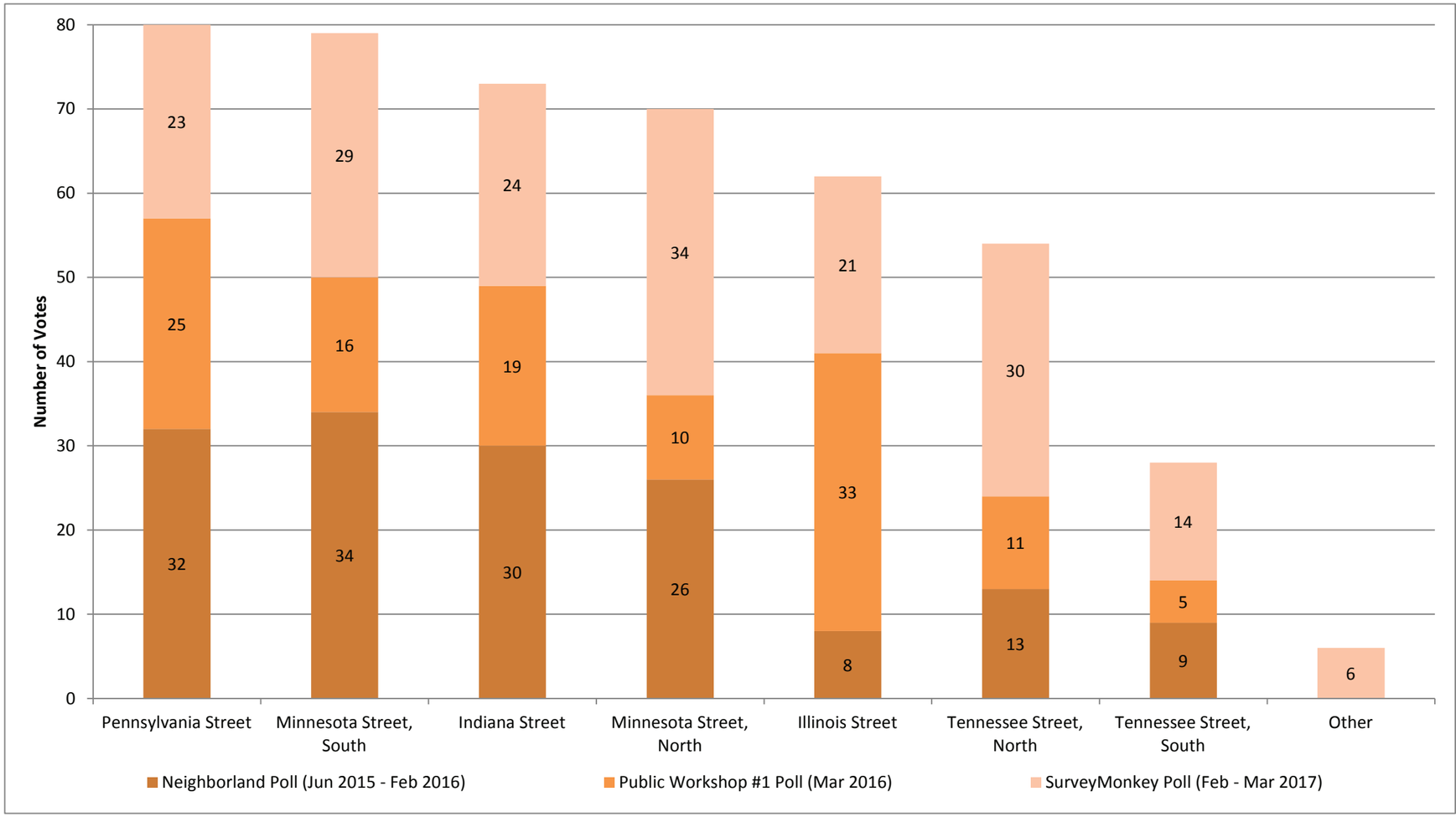
Project Identification & Prioritization: E-W Streets



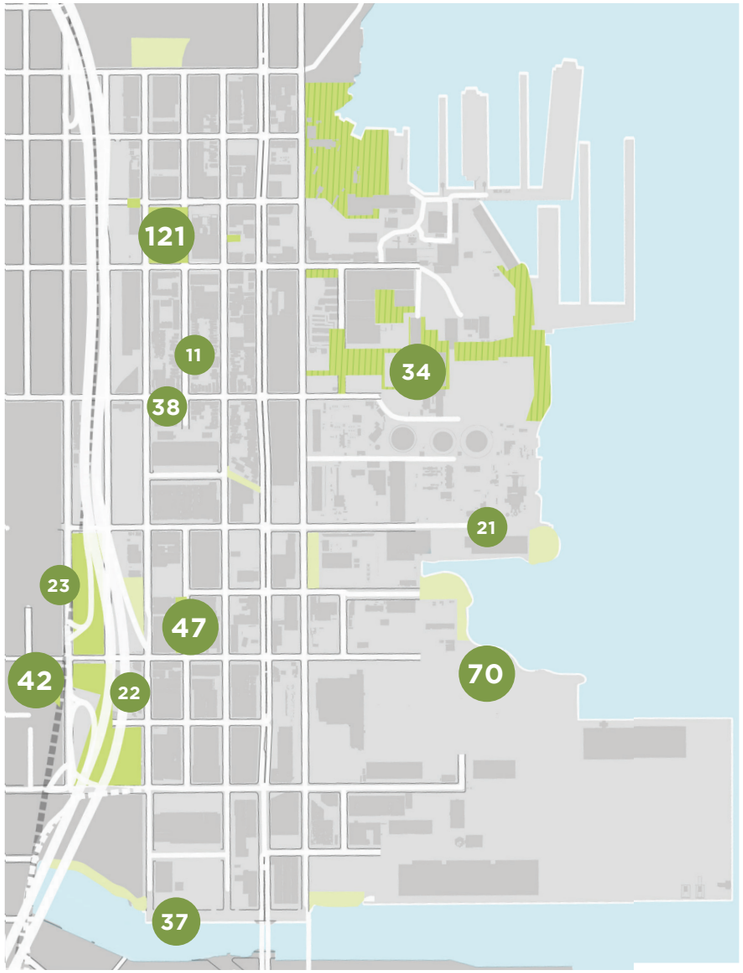


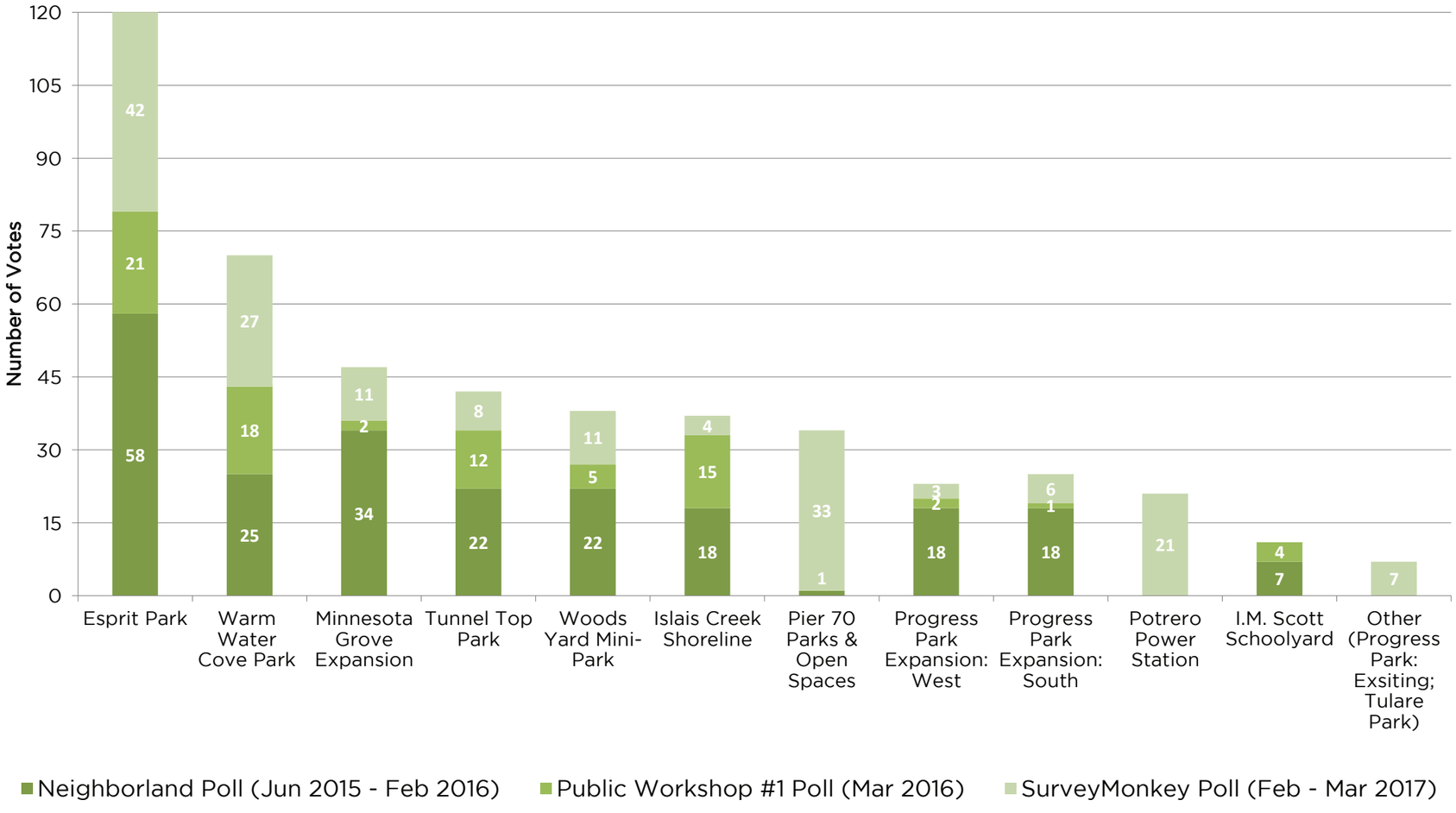
Project Identification & Prioritization: N-S Streets





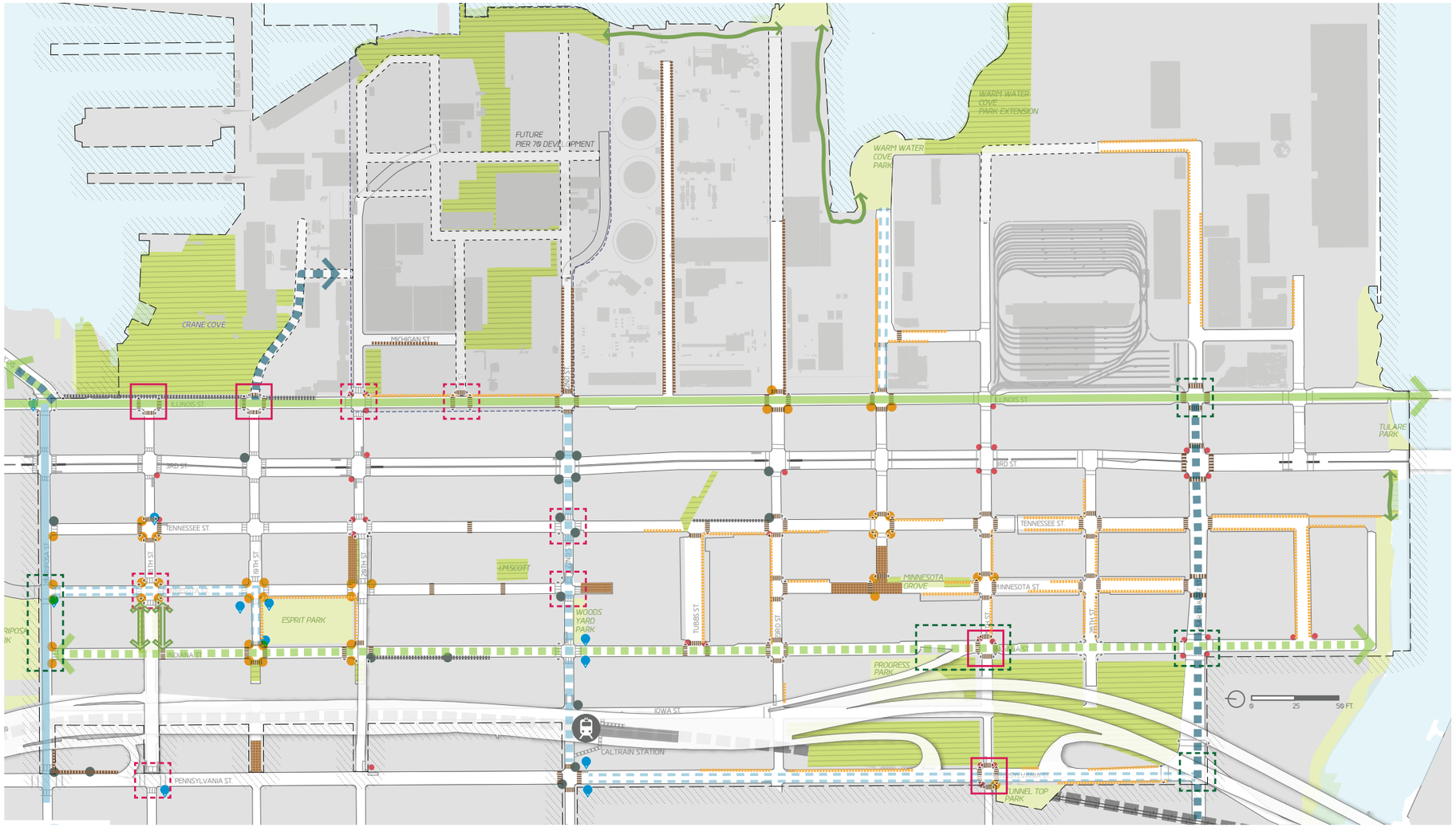
Project Identification & Prioritization: Open Spaces





Streetscape: Area - Wide Improvements

PUBLIC REVIEW DRAFT: POTENTIAL AREA-WIDE IMPROVEMENTS (02/14/2017)



- PEDESTRIAN CONNECTION PLANNED
- PEDESTRIAN CONNECTION PROPOSED
- SIDEWALK / PATH OF TRAVEL IMPROVEMENT PROPOSED
- SIDEWALK PLANNED
- SIDEWALK UNDER CONSTRUCTION
- BULB-OUT PROPOSED
- BULB-OUT PLANNED
- BULB-OUT POTENTIAL (IF DESIGNED FOR LARGE TURNING VEHICLES)
- CURB RAMPS PROPOSED
- EXISTING CROSSWALKS
- CROSSWALK IMPROVEMENT PROPOSED
- NEW STOP CONTROL PROPOSED
- NEW SIGNALIZATION PROPOSED
- INTERSECTION IMPROVEMENTS FOR CYCLISTS PROPOSED
- CLASS IV CYCLE TRACKS PLANNED
- EXISTING CLASS II BIKE LANE
- CLASS II BIKE LANE PLANNED
- EXISTING CLASS III BIKE ROUTE
- CLASS III BIKE ROUTE PLANNED
- CLASS III BIKE ROUTE PROPOSED
- STREET CONNECTION PLANNED
- POTENTIAL SHARED STREET
- POTENTIAL BIKESHARE STATIONS
- EXISTING BUS STOPS
- EXISTING OPEN SPACE
- FUTURE OPEN SPACE

ASSUME NEW INFILL STREET TREES, SIDEWLAK PLANTINGS, & PEDESTRIAN LIGHTING THROUGHOUT PLAN AREA

Typical Streetscape Improvements & Costs revised 3/21/2017



NEW SIDEWALK
$235 / LINEAR FOOT

Assumes: a typical 15' wide sidewalk

Includes: Demolition, new curb, standard City of San Francisco concrete, grading



AT-GRADE PEDESTRIAN FACILITY
$ 208 - 331 / LINEAR FOOT

Assumes: a minimum 8' wide pedestrian path of travel. Implement only in PDR / Industrial Zoned areas with very low pedestrian volumes and intensive commercial loading operations. Review and approval by ADA coordinator.

Includes: Demolition, bolted curb, truncated dome / tactile warning strip, plantings where approrpiate, grading



SIDEWALK PLANTINGS & TREES
$225 / LINEAR FOOT

Assumes: Planted area 3' wide.

Includes: Infill street trees, planting area, amended soil, irrigation, first three 3 years maintenance by the City through a contractor



BULBOUT (IN 1 DIRECTION)
$85,000/ EA

Assumes: 6' wide sidewalk extension in one direction (typical).

Includes: Demolition, new curb, new concrete sidewalk, new curb rmps, regrading, new asphalt to conform with roadway grading, relocated catch basins and water valves where necessary.



BULBOUT ('BI-DIRECTIONAL')
$90,000/ EA

Assumes: 6' wide sidewalk extension in two directions (typical)

Includes: Demolition, new curb, new concrete sidewalk, new curb ramps,
regarding, new asphalt to conform with roadway grading, relocated catch basins and water valves where necessary



CONTINENTAL CROSSWALK
$6,000 / EACH
OR $24,000 / INTERSECTION

Assumes: fresh asphalt surface for application
Includes: City standard thermoplastic striping



RAISED CROSSWALK
$1,000 / LF

Assumes: 6' wide crosswalk raised to sidewalk height

Includes: Site preparation, raised crosswalk, ramps in roadway approaching crosswalk, re-grading and catchbasin relocation as neccessary to esnure proper drainage.



CUSTOM CROSSWALK TREATMENT
$12,000 / EACH
OR $48,000 / INTERSECTION

Assumes: fresh asphalt surface for application. Local steward takes on maintenance and liability of decorative areas.

Includes: City standard thermoplastic striping



STREET REPAVING:
$150 / TON OR $2 / SQUARE FOOT

Assumes: The existing roadway pavement ranks low on the Pavement Condition Index (PCI) and is therefore due for replacement

Includes: Grinding / Demolitionlition of existing pavement; regrading as needed; new substrate as needed; new pavement.



SHARED STREET: COSTS VARY

Involves: Demolition, new paving materials, regrading, new truncated domes and other ADA accomodations, relocated catch basins water valves where necessary



STAMPED / TEXTURED ASPHALT $25 / SQUARE FOOT

Includes: site preparation (grinding / Demolitionlition of existing pavement); new asphalt; stamping; application of color as needed.

Typical Streetscape Improvements & Costs revised 3/21/2017



4-WAY TRAFFIC SIGNAL
$450 - 600K / INTERSECTION

Variables impacting costs: Incorporating signaling for MUNI light rail; left-hand turn signals; proximity of power taps

Assumes: Excavation; installation of conduits, vaults, pullboxes and control boxes, poles, vehicle and pedestrian signal boxes, and signs.



4-WAY STOP SIGN
$4,200 / INTERSECTION

Includes: Poles; stop signs; legislation; roadway markings as needed



PEDESTRIAN-SCALE LIGHTING
275' BLOCK LENGTH: $275,000
475' BLOCK LENGTH: $475,000
925' BLOCK LENGTH: $925,000

Assumes: installation of pedestrian lighting on both sides of the street

Includes: new SF Pubic Utilities Commission standard pedestrian light fixture spaced 50' apart, conduit, Demolition and replacement of sidewalk and pullboxes



BICYCLE SHARE STATION
$100K / EACH

Assumes: installation in the roadway in the curbside lane or on wide sidewalk; typical station approximately 50' long by 6' wide.

Includes: site preparation as needed, typical solar-powered station of 20 docks. Stations and bicycles are maintained by Motivate, the Bay Area Bike Share service provider. www.BayAreaBikeShare.com



CLASS III BICYCLE ROUTE
$840 / EACH MARKING

Assumes: existing pavement condition is acceptable for application of roadway markings.

Includes: City standard greenback thermoplastic 'sharrow' markings



STREET LIGHTING
275' BLOCK LENGTH: $275,000
475' BLOCK LENGTH: $475,000
925' BLOCK LENGTH: $925,000

Includes: Replacment of existing fixtures with new City Standard LED



BICYCLE CORRAL
$7,500 / EACH

Assumes: installation on the street (in the curbside lane) or on a sidewalk extension (bulb-out).

Includes: 6 Bicycle Racks, 8" wide white perimeter striping, legislation.

Bicycle Corrals are installed by the SFMTA at the request of a local sponsor or steward . SFMTA will replace damaged racks; however Daily maintenance (sweeping and cleaning) is the responsbility of the sponsor or steward. Artwork on the ground surface must be approved by the SFMTA is also the responsibility of the sponsor or steward.



CLASS II BICYCLE LANE
$87 / LINEAR FOOT

Assumes: existing pavement condition is acceptable for application of roadway markings; typical 5' bicycle lane on street

Includes: City standard white stripes at edges, with green thermoplastic infill, 'BIKE LANE' lettering and arrow markings.



UTILITY UNDERGROUNDING
275' BLOCK LENGTH: $550,000
475' BLOCK LENGTH: $950,000
925' BLOCK LENGTH: $1,850,000

Assumes: Poles and overhead cables on one side of the street

Includes: Demolition / excavation, subgrade conduit, subgrade vaults, pullboxes, connection to serviced properties, replacement of at-grade paving as needed.



CLASS IV CYCLETRACK
$300 / LINEAR FOOT

Assumes: 5' wide bicycle travel lane(s)

Includes: elevated bike lane, separation barrier, striping

20th Street, Indiana to Illinois, 4 blocks



$5.2 M *(Public Realm Plan, SF Planning with PORT of SF and Public Works, Feb 2017)*

Repave Roadway, Re-grade where needed, Relocate stormdrains as needed

Infill Sidewalk Planting, Street Trees, 3 years of City maintenance

Utility Undergrounding, Pedestrian Lighting

Replace substandard sidewalk sections, Construct New Bulbouts, High-Visibillity Marked Crossings

Does not include any changes to upper overpass; at-grade only.

Duplicates intersection improvement costs with Pennsylvania, Minnesota south, and Tennesee south Streetscapes

25th Street, Pennsylvania to Illinois, 6 blocks



$6.9 M *(Public Realm Plan, SF Planning with PORT of SF and Public Works, Feb 2017)*

Repave Roadway, Re-grade where needed, Relocate stormdrains as needed

Infill Sidewalk Planting, Street Trees, 3 years of City maintenance

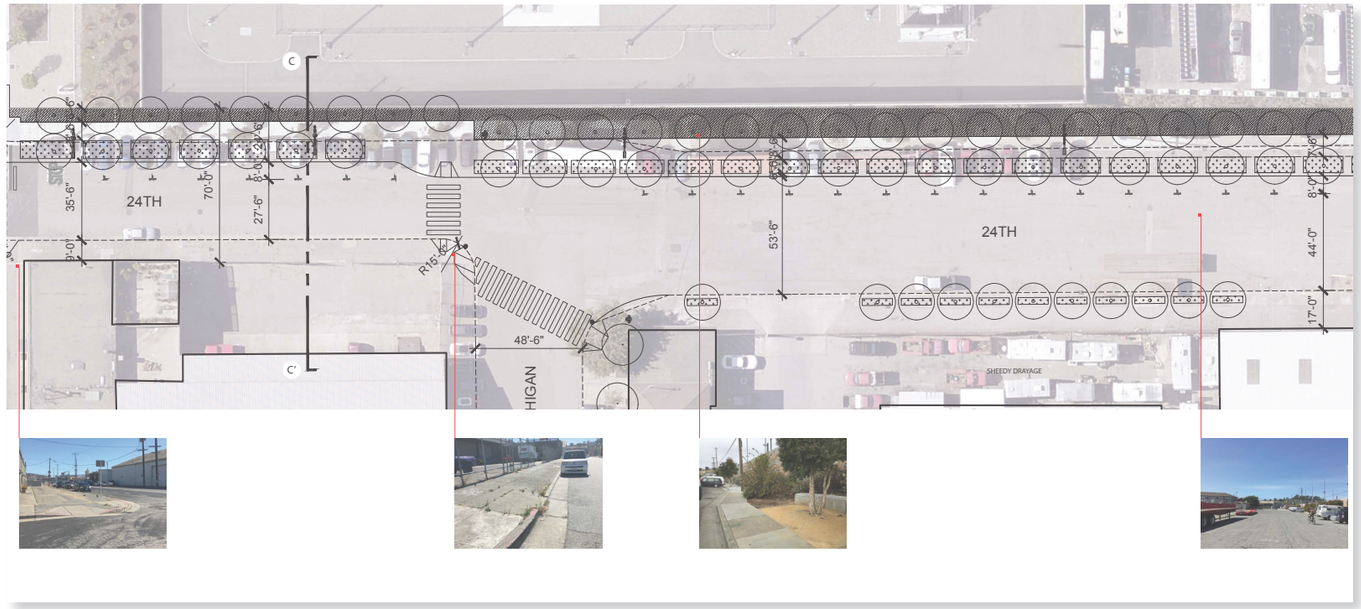
Utility Undergrounding, Pedestrian Lighting

Replace substandard sidewalk sections, Construct New Bulbouts, High-Visibillity Marked Crossings

Does not include completion of 25th between Michigan and future Maryland Street

Duplicates intersection improvement costs with Pennsylvania, Minnesota south, and Tennesee south Streetscapes

24th Street Green Connection, Minnesota to WWC, 5 blocks



concept design, to be further refined with PORT of SF
prepared by Fletcher Studio for the Public Realm Plan, February 2017

$5.9 M *(Public Realm Plan, SF Planning with PORT of SF and Public Works, Feb 2017)*

Repave Roadway, Re-grade where needed, Relocate stormdrains as needed

Infill Sidewalk Planting, Street Trees, 3 years of City maintenance

Utility Undergrounding, Pedestrian Lighting

Replace substandard sidewalk sections, Construct New Bulbouts, High-Visibillity Marked Crossings

Expanded sidewalk and street tree plantings on northern curb between Illinois and Warm Water Cove

Duplicates intersection improvement costs with Tennessee Streetscape

18th Street, Indiana to Crane Cove, 4 blocks



$6.6 M *(Public Realm Plan, SF Planning with Public Works, Feb 2017)*

Repave Roadway, Re-grade where needed, Relocate stormdrains as needed

Infill Sidewalk Planting, Street Trees, 3 years of City maintenance

Utility Undergrounding, Pedestrian Lighting

Replace substandard sidewalk sections, Construct New Bulbouts, High-Visibillity Marked Crossings

Includes 3 blockfaces fronting UC properties ($970k)

Does not include any changes to upper overpass; at-grade only.

Duplicates intersection improvement costs with Minnesota north and Tennessee north Streetscape Scopes

19th Street, Indiana to Crane Cove, 4 blocks



$7.5 M *(Public Realm Plan, SF Planning with Public Works, Feb 2017)*

Repave Roadway, Re-grade where needed, Relocate stormdrains as needed

Infill Sidewalk Planting, Street Trees, 3 years of City maintenance

Utility Undergrounding, Pedestrian Lighting

Replace substandard sidewalk sections, Construct New Bulbouts, High-Visibillity Marked Crossings

Duplicates intersection improvement costs with Minnesota north and Tennessee north Streetscape Scopes

Tennesee Street north, Mariposa to Tubbs, 4.5 blocks



$17.2 M *(Public Realm Plan, SF Planning with Public Works, Feb 2017)*

Repave Roadway, Re-grade where needed, Relocate stormdrains as needed

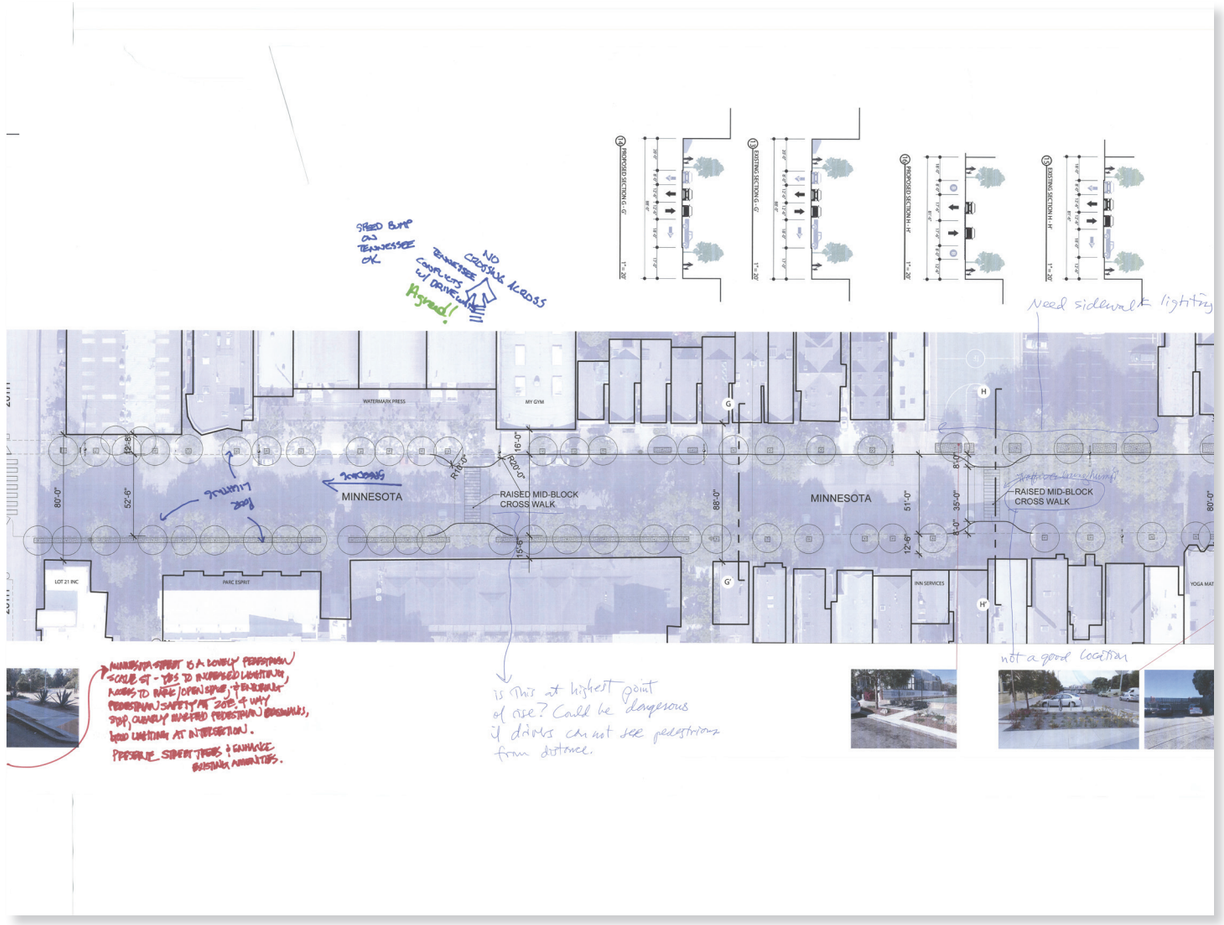
Infill Sidewalk Planting, Street Trees, 3 years of City maintenance

Utility Undergrounding, Pedestrian Lighting

Replace substandard sidewalk sections, Construct New Bulbouts, High-Visibillity Marked Crossings

Duplicates intersection improvement costs with 18th and 19th Streetscape Scopes

Minnesota Street north, Mariposa to Woods Yard, 4.25 blocks



concept design, excerpt
prepared by Fletcher Studio for the Public Realm Plan, February 2017

$10.9 M *(Public Realm Plan, SF Planning with Public Works, Feb 2017)*

Repave Roadway, Re-grade where needed, Relocate stormdrains as needed

Infill Sidewalk Planting, Street Trees, 3 years of City maintenance

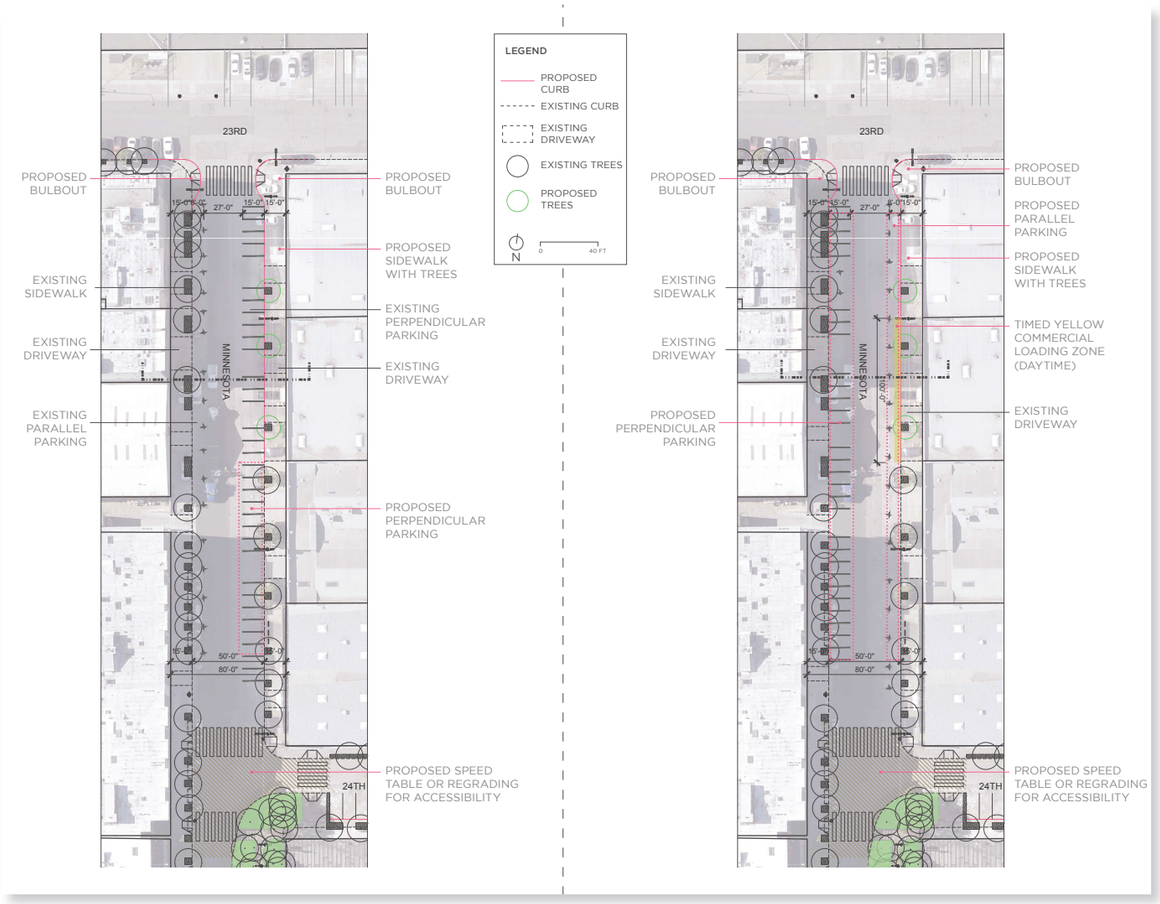
Utility Undergrounding, Pedestrian Lighting

Replace substandard sidewalk sections, Construct New Bulbouts, High-Visibillity Marked Crossings

Includes 2 blockfaces fronting UC properties ($930k)

Duplicates intersection improvement costs with 18th and 19th Streetscape Scopes

Minnesota Street south, 23rd to Cesar Chavez, 4 blocks



preliminary scenarios for Minnesota Grove Area,
prepared by SF Planning with Public Works and MTA, Public Realm Plan, January 2017

$10.9 M *(Public Realm Plan, SF Planning with Public Works, Feb 2017)*

Repave Roadway, Re-grade where needed, Relocate stormdrains as needed

Infill Sidewalk Planting and infill Street Trees where appropriate, 3 years of City maintenance

Utility Undergrounding, Pedestrian Lighting

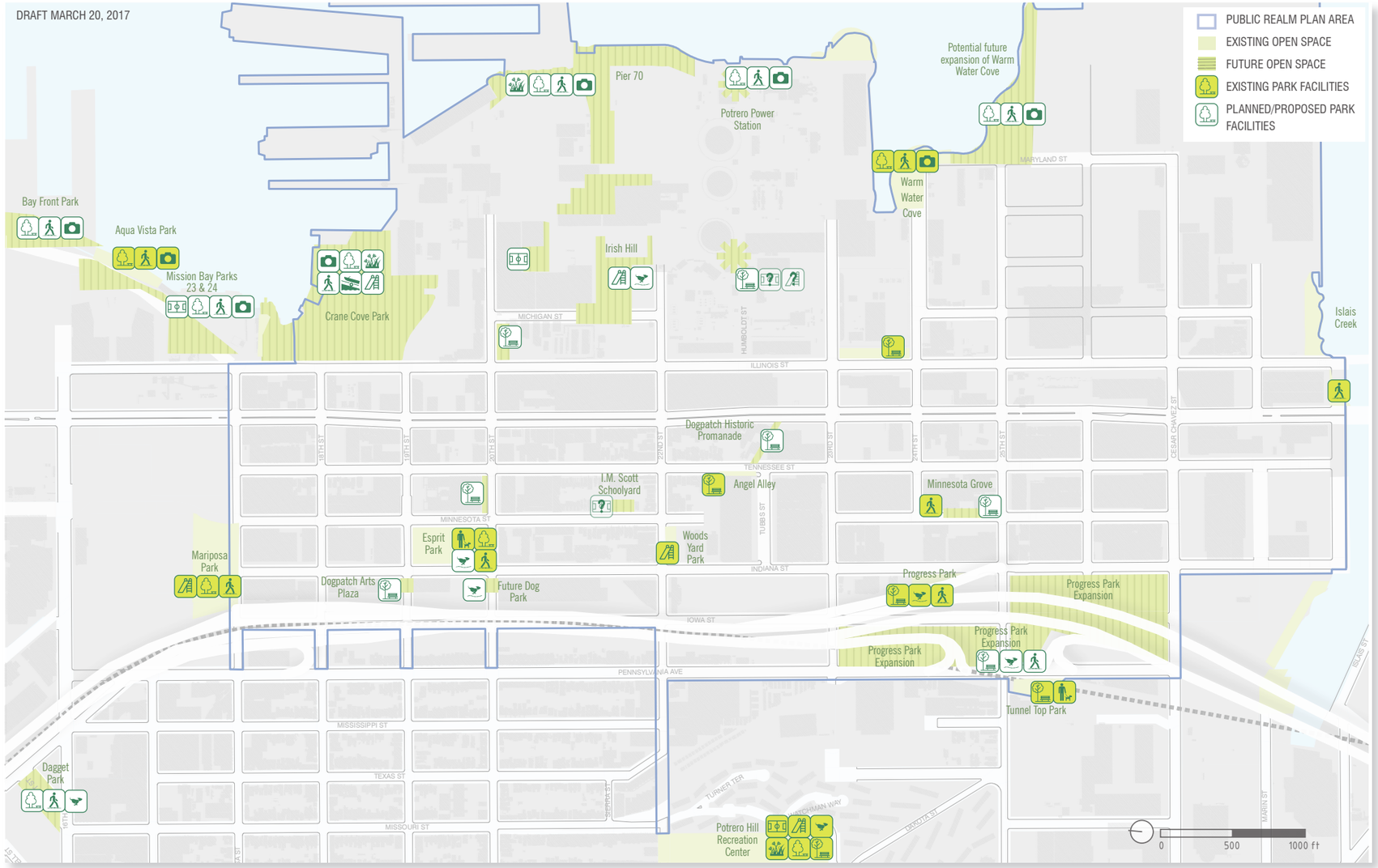
Replace substandard sidewalk sections, Construct New Bulbouts, High-Visibillity Marked Crossings

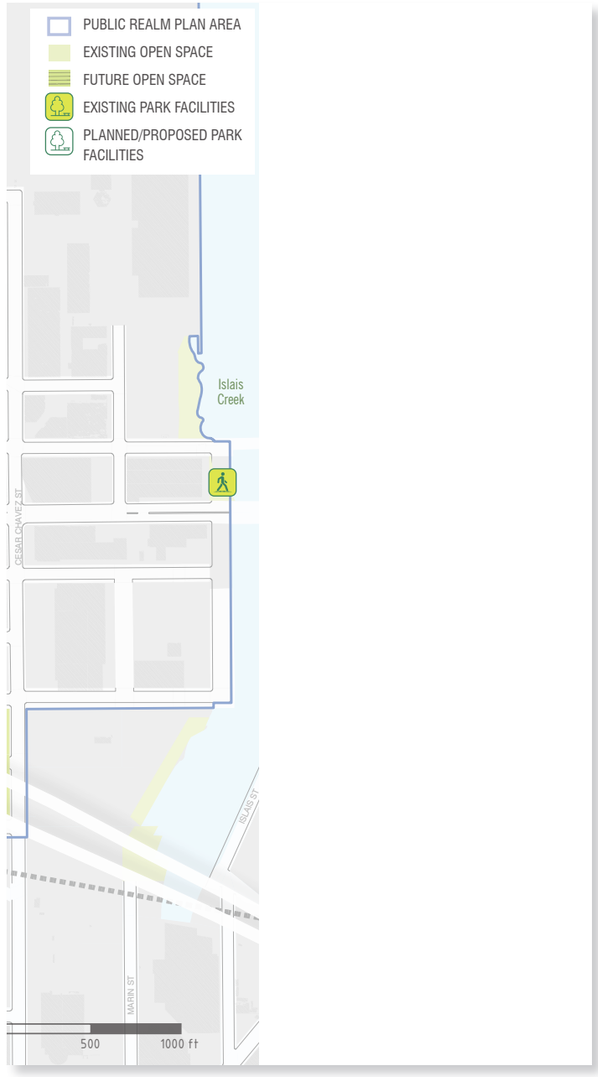
Includes special paving at Minnesota and 24th Street intersection ($600 k)

Includes expansion of Minnesota Grove and implementation of ADA pathway through Grove ($1.7 M)

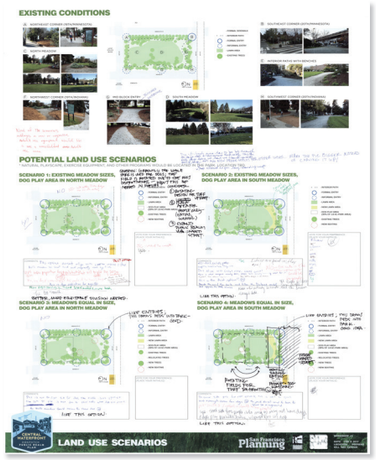
In PDR Areas, implement pedestrian facilities and formalize onstreet parking facilities that do not interfere with loading and service operations for PDR uses

Open Space: Area - Wide Context



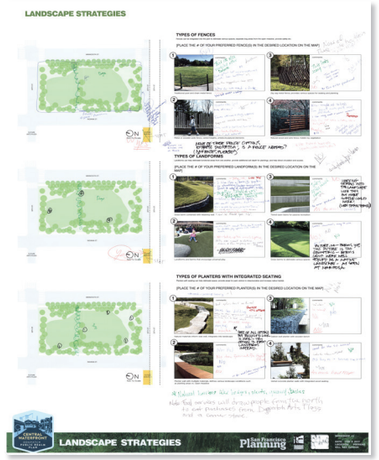


Esprit Park









initial scenarios, undergoing further refinement with stakeholders and RPD
prepared by Fletcher Studio for the Public Realm Plan workshop, February 2017

$4.0 - 6.0 M *(Public Realm Plan, SF Planning with Recreation & Parks, March 2017)*

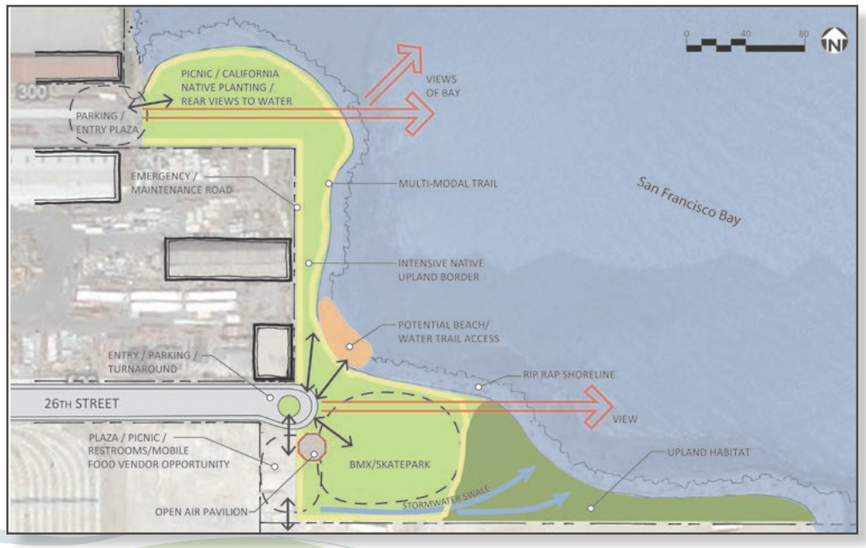
- Honor the spirit of original design concept established by the Esprit Corporation
- Refine circulation & access; bring paths into ADA compliance
- Clarify functional use areas for different groups (children, adult fitness, off-leash dog play)
- New curb and sidewalk as needed; bulb outs at four corners of property; maintenance access
- Site preparation, fine grading, Improve drainage and irrigation as needed
- Low retaining structures as needed to allow for deeper planting beds; import topsoil and amend existing soil as needed
- Replace trees and understory plantings as needed; undertake tree assessment and create forestry succession plan
- 3-tier water stations, benches, tables; parcours equipment, naturalistic universal children's play area (e.g. boulders, wood structures)
- Site utilities; appropriate nighttime lighting program
- Wayfinding & Regulatory signage

Warm Water Cove

Warm Water Cove - SITE 16

Planning and Design Considerations

- An eventual expansion of the park by approximately 2.5 acres to the south will include new vegetation, lighting, site furnishings, public art and enhanced safety features
- Future open space programming may include shoreline habitat restoration, storm water management swales for future Pier 80 expansion, off road bicycling (BMX), lawn area for informal recreation
- In developing new concept uses here, it will be important to recognize the potential conflict between a BMX bicycle facility and the opportunity for habitat. The concept developed could also be configured to separate these facilities by switching the picnic area and BMX bicycle areas.
- The size and extent of the uplands habitat will be determined when the park is identified to receive funding for improvements. Additional investigation may also determine if it is appropriate to enhance the mud flats that exist at low tide.



Blue Greenway Planning and Design Guidelines, SF Port, July 2012
site design options currently undergoing further conceptual developiment with stakeholders through Public Realm Plan

$5.0 M *(Blue Greenway Planning and Design Guidelines, SF Port, July 2012)*

Expansion of 2.5 acres to the southeast

Gateway Entrances at 24th and 25th Streets

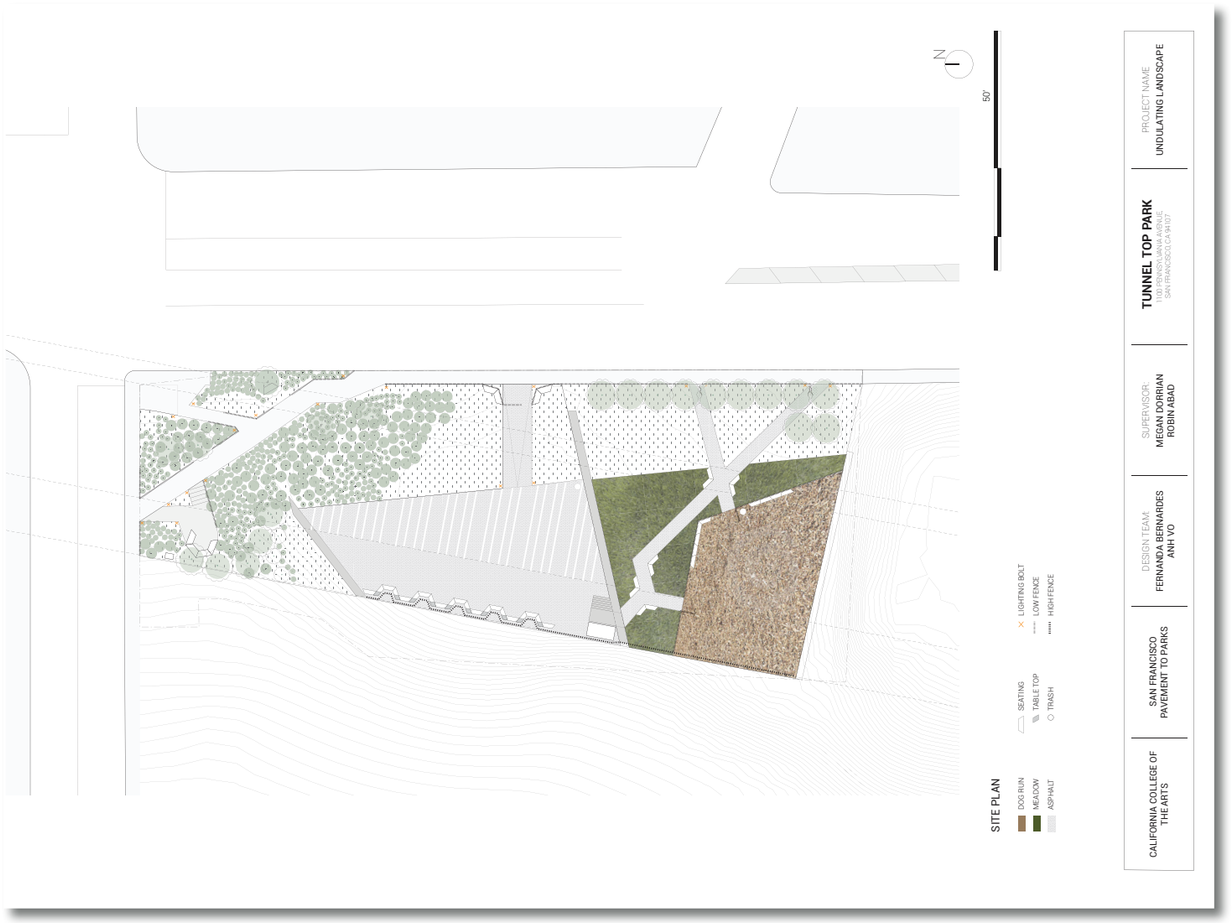
Shorline habitat restoration, stormwater management

Appropriate night lighting

Rennovated interior pathways

Seating and picnicking facilities

Tunnel Top Park



preliminary concept plan
prepared by the California College of the Arts, May 2016, to be refined further by Fletcher Studio

$1.5 - 2.0 M *(Public Realm Plan, SF Planning with Fletcher Studio and TTP, March 2017. TBV.)*

Completion of Sidewalk along Pennsylvania Street; Bulbout at Corner; Construction of additional interior pathways as needed

Fine Grading and terracing as needed

Replacement of existing hardscape with more durable material

Augmentation / Replacement of plant materials as needed

Enclosure and surfacing for off-leash dog play area

Additional nighttime lighting fixtures as needed

Custom fence system; seating; and other amentities as needed

Onsite equipment and tool storage facility

Muni Woods Yard Mini-Park



existing children's play area, Fletcher Studio and Groundworks

$2.5 M *(DNA / GBD / DBA / Potrero Boosters, March 2017. To be refined with City Departments)*

Conceptual Design Development

Site Configuaration and Programming

Seating, tables, and other amenities

Children's Play Area

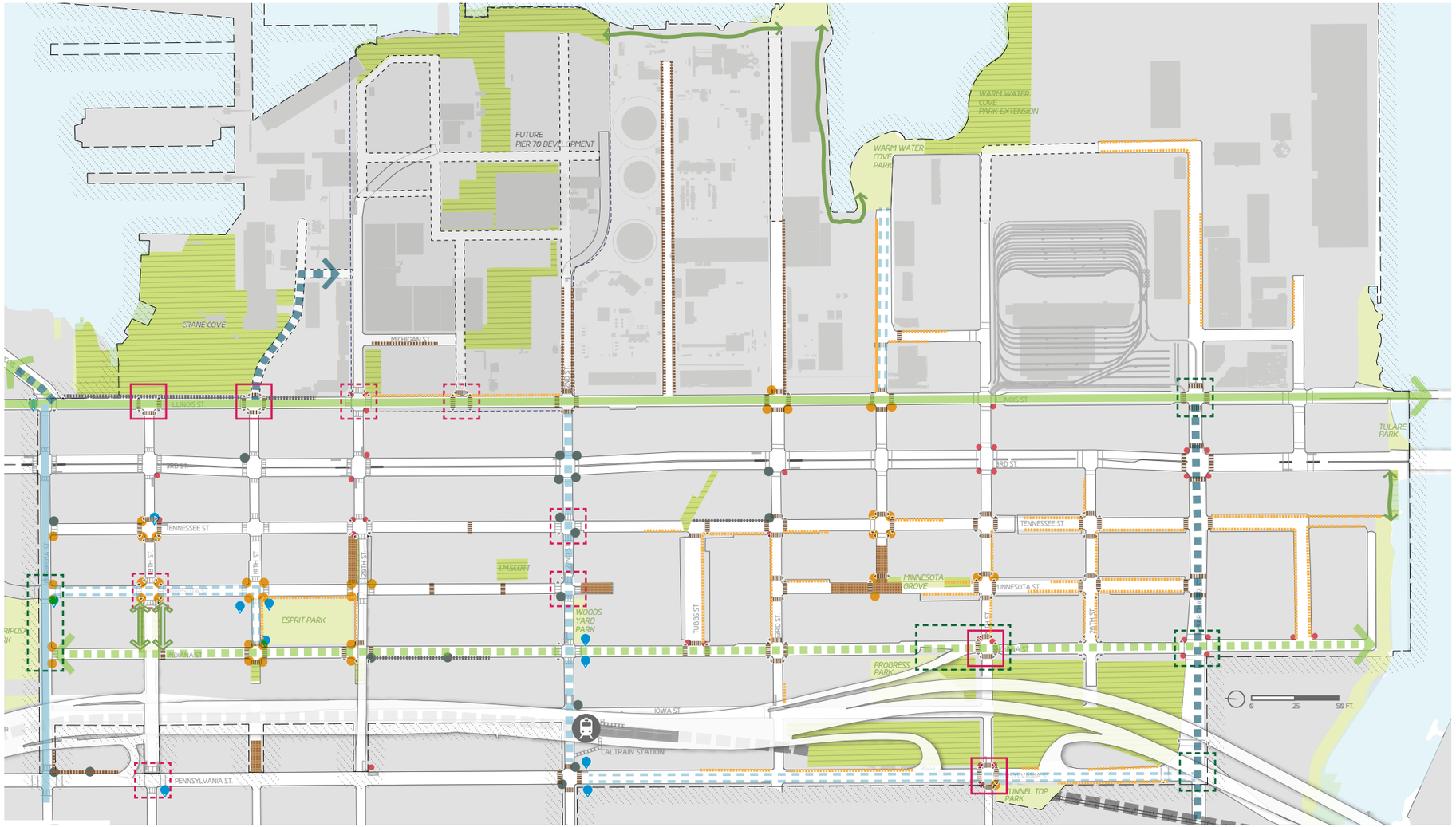
Plantings

Appropriate nighttime lighting program

Public Art

Streetscape: Area - Wide Improvements

PUBLIC REVIEW DRAFT: POTENTIAL AREA-WIDE IMPROVEMENTS (02/14/2017)

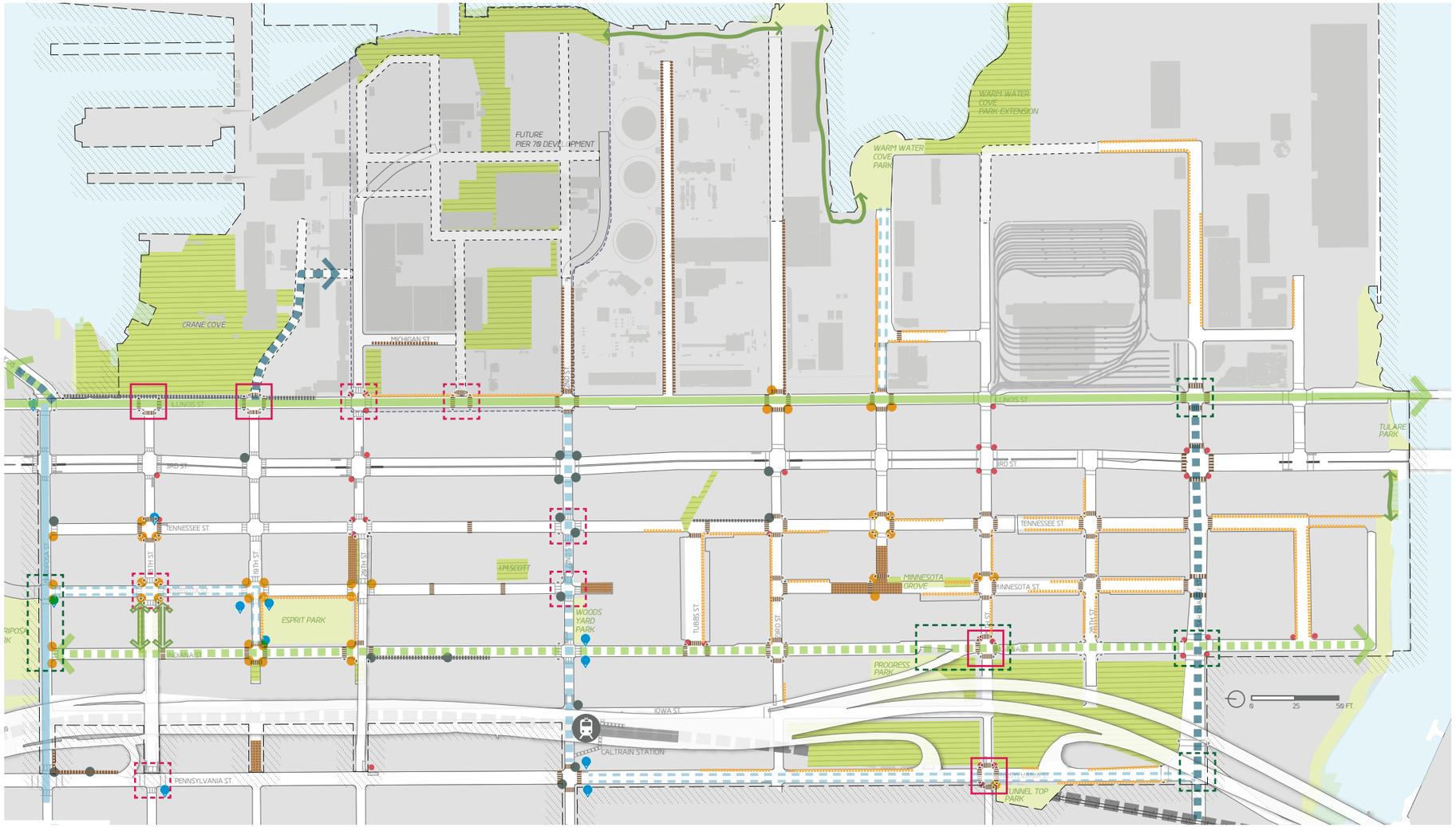


PRELIMINARY ESTIMATES

Mariposa Street	$5.8 M
18th Street	$6.6M
19th Street	$7.5 M
20th Street	$7.7 M
22nd Street	$115 k
Tubbs Street	$1.4 M
23rd Street	$4.4 M
24th Street	$8.8 M
25th Street	$10.2 M
26th Street	$4.7 M
Cesar Chavez Street	$7.7 M
Marin Street	$1.4 M
Pennsylvania Ave	$14.0 M
Indiana Street	$15.6 M
Minnesota Street	$29.8 M
Tennessee Street	$31.5 M

Open Space: Area - Wide Improvements

PUBLIC REVIEW DRAFT: POTENTIAL AREA-WIDE IMPROVEMENTS (02/14/2017)



PRELIMINARY ESTIMATES

ESPRIT PARK	*$ 4.0 - 6.0 M*
WARM WATER COVE	$ 5.0 M
WOODS YARD MINI-PARK	*$ 1.5 - 2.0 M*
TUNNEL TOP PARK	*$ 1.5 - 2.0 M*
WARM WATER COVE	$ 5.0 M



Questions & Discussion

SF Planning
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SF MTA
Nick Carr
Kathryn Studwell

Recreation & Parks
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Stacy Bradley

Port of SF
David Beaupre

Fletcher Studio
David Fletcher
Cory Hallam
Michelle Zucker



CENTRAL WATERFRONT
DOGPATCH PUBLIC REALM PLAN

EASTERN NEIGHBORHOODS CITIZENS ADVISORY COMMITTEE
COST ESTIMATING / CAPITAL PLANNING UPDATE | 20 MARCH 2017

SAN FRANCISCO PUBLIC WORKS
SAN FRANCISCO RECREATION & PARKS
SFMTA Municipal Transportation Agency
PORT OF SAN FRANCISCO
San Francisco Planning
FLETCHER STUDIO LANDSCAPE ARCHITECTURE