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OCTOBER 2018

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CENTRAL WATERFRONT
PUBLIC REALM PLAN

Photos and images by SF Planning unless otherwise noted.

ACKNOWLEDGEMENTS

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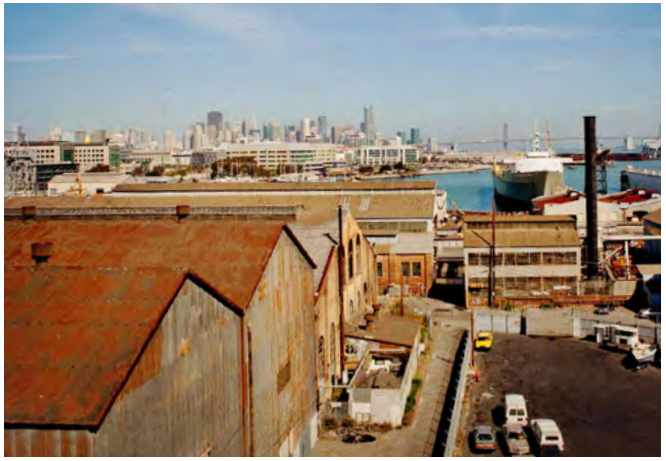
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1 INTRODUCTION
















DOGPATCH SALOON



BACKGROUND

The Public Realm

The Public Realm is the setting for civic life, comprised of the network of streets, parks, open spaces, and the buildings that frame them.

Parts of San Francisco - especially along its eastern waterfront - are transitioning away from a historical focus on maritime and industrial functions. Housing, commerce, and institutional uses are increasingly prevalent, facilitated by a comprehensive rezoning in 2008 through the Eastern Neighborhoods planning effort and its constituent Area Plans.

At the time of rezoning, much of this formerly industrial cityscape lacked infrastructure for 'complete neighborhoods' such as sidewalks and pedestrian lighting, bicycle facilities, open space, parks, and recreational facilities. As new neighborhoods full of residents and employees have emerged in these areas over the last ten years, the demand for a comprehensive public realm becomes more urgent. Dogpatch is one of the eastern neighborhoods experiencing the largest proportional growth.

The Central Waterfront - Dogpatch Public Ream Plan is an interagency effort to identify and scope public realm improvements for the area. Scoping includes the development of conceptual designs - and preliminary cost estimates for those concepts - to better inform the City's budget and resource allocation plans for the area.

The Central Waterfront - Dogpatch

The Dogpatch neighborhood has undergone many periods of rapid and significant change for decades: once a cattle ranch on the coast; to an industrial job center; to a small fringe neighborhood after the industrial decline in the 1960s; and in the present day, a desirable mixed-use neighborhood for small firms, artists, and residents. Its rich history and unique industrial character initially drew a diverse population to the neighborhood. Recently with increased economic growth in the city, the neighborhood has seen an influx of younger families and professionals, enriching and diversifying its culture and charm.

Since heavy industries stopped operating in the neighborhood, the Dogpatch neighborhood saw the emergence of land use competition, where newer residential and office development began to outbid the remaining industrial uses. Recognizing this issue, the Eastern Neighborhoods community planning process began in 2001 with the goal of developing new zoning controls for the industrial portions of these neighborhoods. At the end of the process a set of policies and strategies governing land use, open space, and transportation, called the Central Waterfront Area Plan, was developed and adopted by the Board of Supervisors in December 2008.

Under the Central Waterfront Area Plan, the Dogpatch neighborhood has continued to grow, accommodating both new housing and neighborhood commercial services, while maintaining and embracing many historic industrial and maritime functions. While many private development projects have recently occurred, investment in the public realm has not kept up with the growth of the neighborhood. The interagency Public Realm Plan for the Dogpatch area kicked off in 2014 to set the framework for public space improvements in the neighborhood, guiding the investment of impact fees and other sources in the streetscapes and parks that tie the area together. This includes recognizing the independent planning efforts for areas like Pier 70, while also filling in the gaps to create a wholistic vision for Dogpatch.

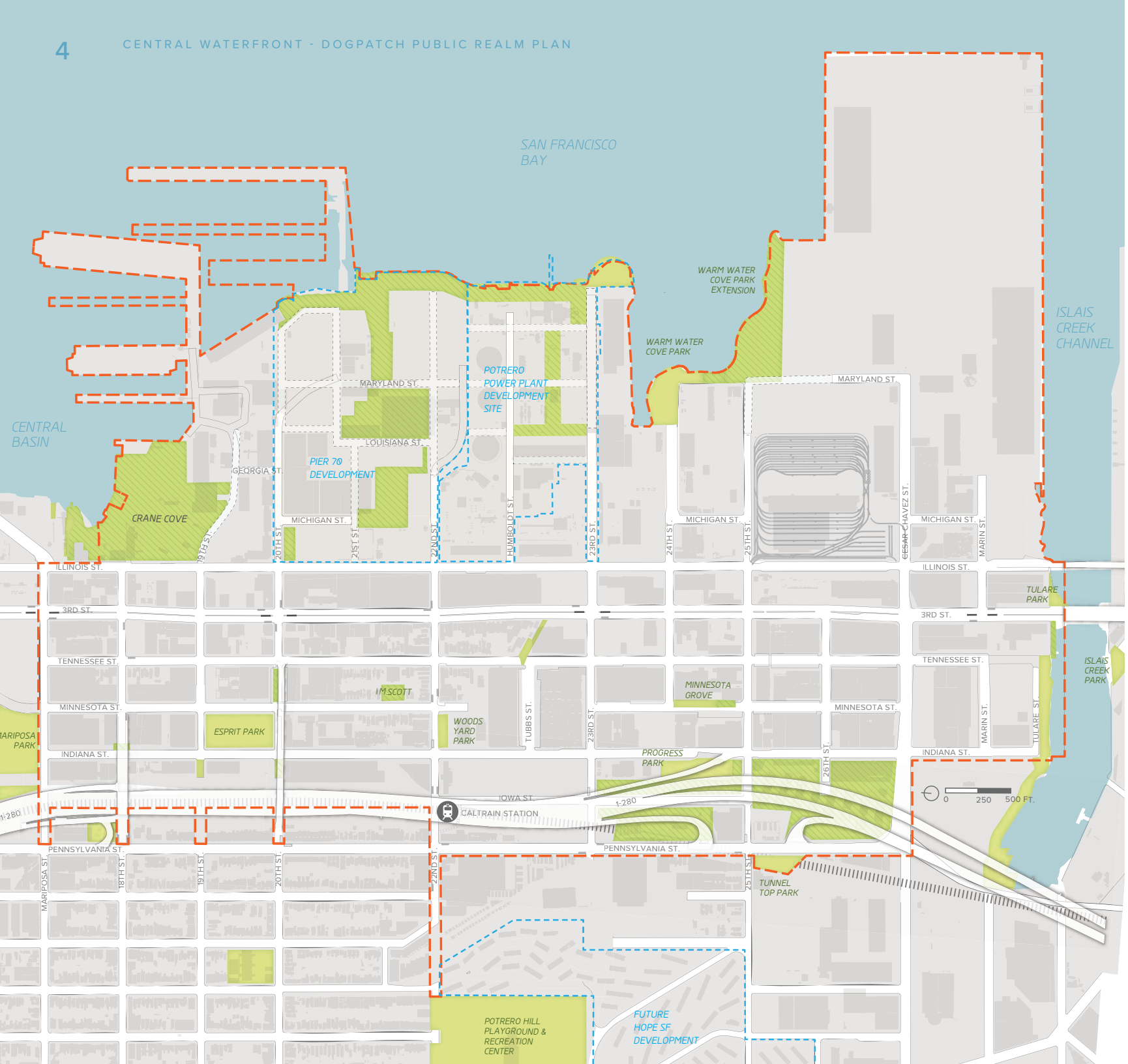


FIGURE 1-1.
PUBLIC REALM PLAN AREA

- Public Realm Plan Area
- Open Space
- Open Space, Planned or Potential
- Building Footprint



PUBLIC REALM PLANNING OUTCOMES



HOLISTIC VISION

Create a network of linked public spaces that reflects community priorities, responds to growth, and ties together key destinations.



REFLECT PRIORITIES

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



AGENCY COORDINATION

The Plan will provide a platform for coordination between different government and nonprofit agencies.



INTEGRATED DESIGN

The Plan can ensure that all public space projects, large and small, receive expertise that leads to a high standard of design and execution. Concept designs reflect the best ideas for implementation.



PLAN FOR PEDESTRIANS

The Plan can identify critical pedestrian linkages through the neighborhood to better link open spaces, institutions, and residential areas that are incomplete or disjointed.



IMPLEMENTATION STRATEGY

The plan can include recommendations for implementation, supporting information such as typical per-unit cost estimates for improvements and potential funding sources, to guide future funding decisions.

POLICY BACKGROUND AND RELATED PLANNING EFFORTS

CITYWIDE EFFORTS

The Public Realm Plan is an exponent of the 2008 Central Waterfront Area Plan (see Figure 1-1), which was part of the Eastern Neighborhoods Planning Effort. There are many prior planning efforts all pertaining to Dogpatch in some way, at the Citywide level, the Eastern Neighborhoods level, or neighborhood level. The Public Realm Plan synthesizes all these past planning efforts into a guiding document specific to the Central-Waterfront Dogpatch.



EASTERN NEIGHBORHOODS COMMUNITY PLANNING: STREETS AND OPEN SPACE CONCEPT

SF Planning, August 2008

The concept was adopted as part of the Eastern Neighborhoods Program; which had the goal of developing new zoning controls for the industrial portions of those neighborhoods and addressing issues of transportation, parks and open space, urban design and community facilities.



SF BICYCLE PLAN

SFMTA, June 2009

The 2009 San Francisco Bicycle Plan (often referred to as the Bike Plan) is an update of the 1997 San Francisco Bicycle Plan and contains specific proposed near-term bicycle route network improvement projects for a safe, interconnected bicycle network that supports bicycling as an attractive alternative to private auto use.



SAN FRANCISCO BETTER STREETS PLAN

City of San Francisco, June 2010

San Francisco's policies encourage the design and development of 'Better Streets' – streets that work for all users. A Better Street attends to the needs of people first, considering pedestrians, bicyclists, transit, street trees, stormwater management, utilities, and livability as well as vehicular circulation and parking. The Better Streets Plan creates a unified set of standards, guidelines, and implementation strategies to govern how the City designs, builds, and maintains its pedestrian environment.



BLUE GREENWAY PLANNING AND DESIGN GUIDELINES

Port of San Francisco, July 2012

The Blue Greenway is the City of San Francisco's project to improve the City's southerly portion of the 500 mile, 9-county, region-wide Bay Trail, as well as the newly established Bay Area Water Trail and associated waterfront open space system. The alignment of the Blue Greenway generally follows the alignment of the Bay Trail and Bay Area Water Trail from Mission Creek on the north to the County line on the south.



SFMTA 2013-2018 SAN FRANCISCO BICYCLE STRATEGY

SFMTA, April 2013

Sets new directions and policy targets to make bicycling a part of everyday life in San Francisco. The key actions are designed to meet the SFMTA 2013-2018 Strategic Plan mode share goal: 50 percent of all trips made using sustainable modes (walking, bicycle, public transit, and vehicle sharing).



SAN FRANCISCO PEDESTRIAN STRATEGY

Mayor's Pedestrian Safety Task Force, January 2013

San Francisco's Pedestrian Strategy to increases walkability around the City and make all neighborhoods safe for pedestrians as outlined in the Mayor's Pedestrian Safety Executive Directive. The Pedestrian Strategy focuses on actionable recommendations to reduce serious or fatal pedestrian injuries by 25 percent by 2016 and by 50 percent by 2021 .



GREEN CONNECTIONS

City of San Francisco, March 2014

Green Connections aims to increase access to parks, open spaces, and the waterfront by envisioning a network of 'green connectors' – city streets that will be upgraded incrementally over the next 20 years to make it safer and more pleasant to travel to parks by walking, biking, and other forms of active transportation through features such as pedestrian and bicycle infrastructure, street trees and other landscaping, stormwater management, and opportunities for beautification, public art, and community stewardship.



WALKFIRST PEDESTRIAN SAFETY CAPITAL IMPROVEMENT PROGRAM

City of San Francisco, March 2014

WalkFirst was initiated in response to the Mayor's Pedestrian Strategy (April 2013); to prioritize capital improvements needed over the next 5 years to make San Francisco a safer place to walk, combining public engagement with technical and statistical analysis of where and why pedestrian collisions occur on our city streets, and updated knowledge about the effectiveness and costs of various engineering measures proven to reduce pedestrian collisions.

NEIGHBORHOOD-SPECIFIC EFFORTS

Community-Led Plan

2010



PIER 70 PREFERRED MASTER PLAN

Port of San Francisco, April 2010

The goals of the plan include 1) adaptively reuse many of the Historic Resources; 2) support the ongoing ship repair; 3) provide new open spaces including shoreline access; 4) conduct as needed environmental remediation; 5) provide for new infill development; 6) develop new infrastructure required to support the development; and 7) provide a funding stream to implement the variety of goals defined for the site.

2011



DOGPATCH 22ND STREET GREENING MASTER PLAN

Fletcher Studio for Green Trust SF, May 2011

A plan for improvements to 22nd Street between Pennsylvania Avenue and Third Street, the Master Plan envisions 22nd Street as a unique corridor that is a central part of the Dogpatch neighborhood and important connector street between Potrero Hill, to Dogpatch and the eastern waterfront. It also serves to connect travelers between Third Street, and the Light Rail station, and the 22nd Street Caltrain station.

2012

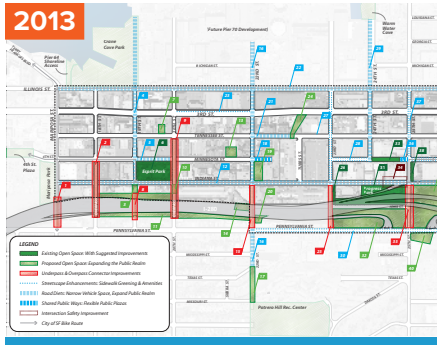


CESAR CHAVEZ EAST COMMUNITY DESIGN PLAN

SF Planning, February 2012

This project rethinks Cesar Chavez as a truly multimodal corridor that can accommodate pedestrians, bicycles, cars, and trucks and that can offer recreational, ecological and cultural opportunities for people who live and work in the area. As an important connector, Cesar Chavez brings together the Mission, Potrero, Bernal Heights, Bayview and Dogpatch neighborhoods and is also a vital link to the Blue Greenway and the Bay.

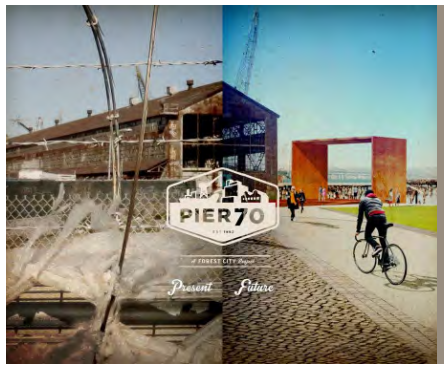
2013



DOGPATCH - NW POTRERO GBD, MANAGEMENT PLAN AND GREEN VISION PLAN

UP Urban, Dogpatch Neighborhood Association, Potrero Boosters, and CMG Landscape Architecture, November 2013

The Working Green Vision Plan is a springboard for the future Green Benefit District. It is both an inventory of current publicly and privately sponsored open space improvements in the district and a summary of ideas gleaned from the community, in public workshops and meetings with the Formation Committee.



PIER 70 - DEVELOPMENT

The Port of San Francisco

Portions of Pier 70 - comprised of a 25-acre waterfront site and historic core of 6 buildings, and 7-acre park at Crane Cove - are currently undergoing redevelopment. Connections to and from this new part of the neighborhood, with its community-serving facilities, are major considerations for the public realm plan.



POTRERO POWER PLANT SITE DEVELOPMENT

Located to the south of Pier 70, the 21-acre site of the decommissioned Potrero Power Plant is being studied for development of housing, some commercial and office uses, a hotel, and 6.7 acres of open space serving Dogpatch-Potrero.

OBJECTIVES AND POLICIES FROM THE 2008 CENTRAL WATERFRONT AREA PLAN PERTAINING TO THE CENTRAL WATERFRONT - DOGPATCH PUBLIC REALM PLAN

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 underutilized 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 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 5.3.7
Develop a continuous loop of public open space along Islais Creek

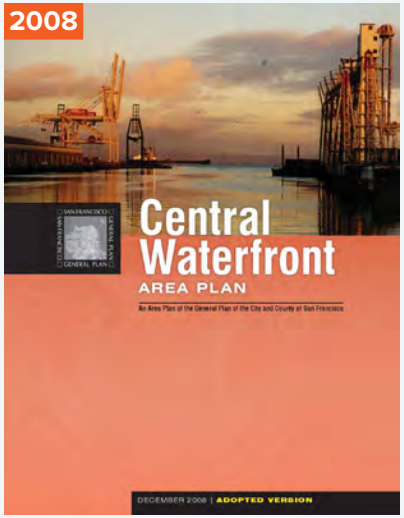
Policy 5.3.8
Pursue acquisition or conversion of the Tubbs Cordage Factory alignment to public access.

Should it be infeasible to purchase the necessary property, future development should include the following improvements:

- Good night-time lighting for pedestrian safety and comfort.
- Limit ground cover to 24" to maximize visibility.
- If benches are provided, they should be placed only at the street.

Policy 5.3.9
Explore possibilities to identify and expand waterfront recreational trails and opportunities including the Bay Trail and Blue-Greenway.

OBJECTIVE 5.4
The open space system should both beautify the neighborhood and strengthen the environment.



CENTRAL WATERFRONT AREA PLAN

SF Planning, December 2008

The Central Waterfront Area Plan, part of the Eastern Neighborhoods Program, establishes objectives and policies for the public realm.

The Public Realm Plan operationalizes these objectives into a well-informed framework for implementing Area Plan objectives and policies by identifying and scoping context-appropriate improvements

COMMUNITY ENGAGEMENT OVERVIEW

The Central Waterfront - Dogpatch Public Realm Plan is the result of a close collaboration between City agencies, neighborhood groups, institutions and community members. The San Francisco Planning Department led the planning process in partnership with the San Francisco Municipal Transportation Agency, Public Works, SF Port, and Recreation and Park Department.

One main outcome of this Planning effort is to identify and prioritize improvements to streets, sidewalks, and public spaces in the Dogpatch neighborhood based on community input gathered through multifaceted outreach efforts. During the planning process, the San Francisco Planning Department held 5 public workshops, over 20 focus group meetings, and distributed 4 distinct separate online surveys.

The materials presented at each public workshop and a summary of the feedback received are provided in Appendix A.



Interactive Prioritization Posters, Workshop #1

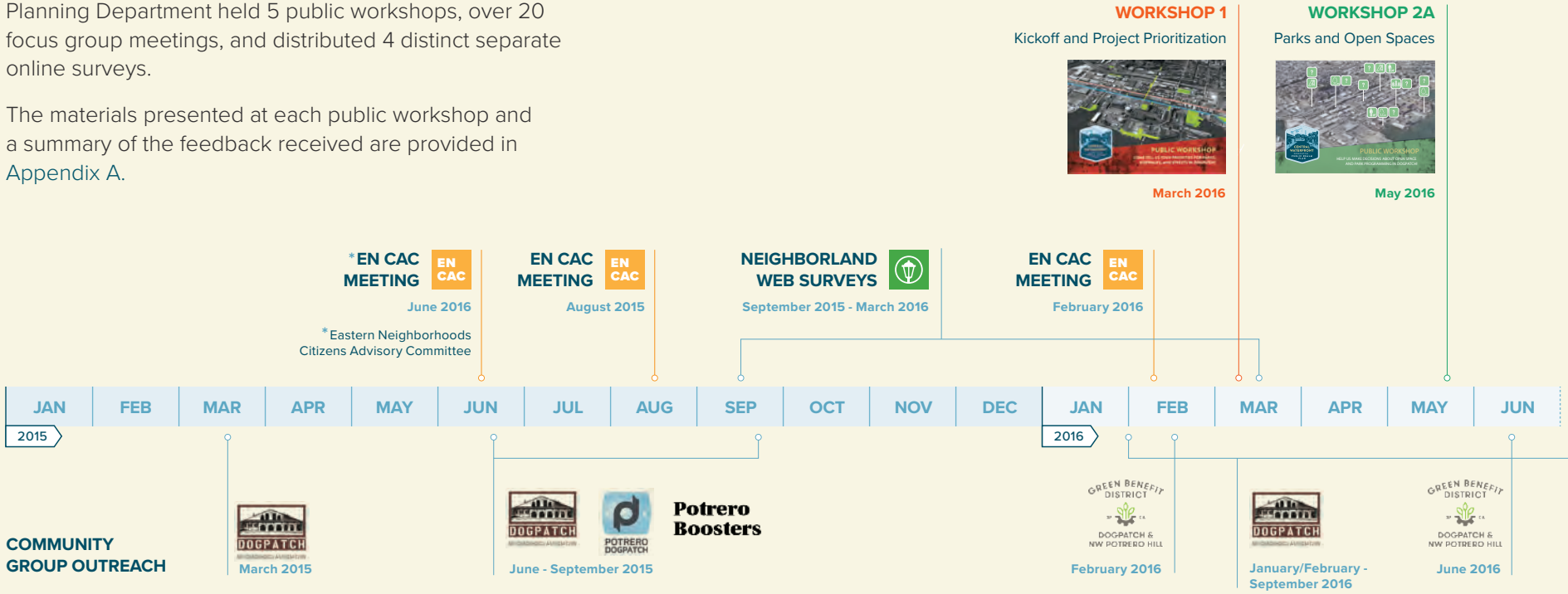


FIGURE 1-2. COMMUNITY ENGAGEMENT OVERVIEW

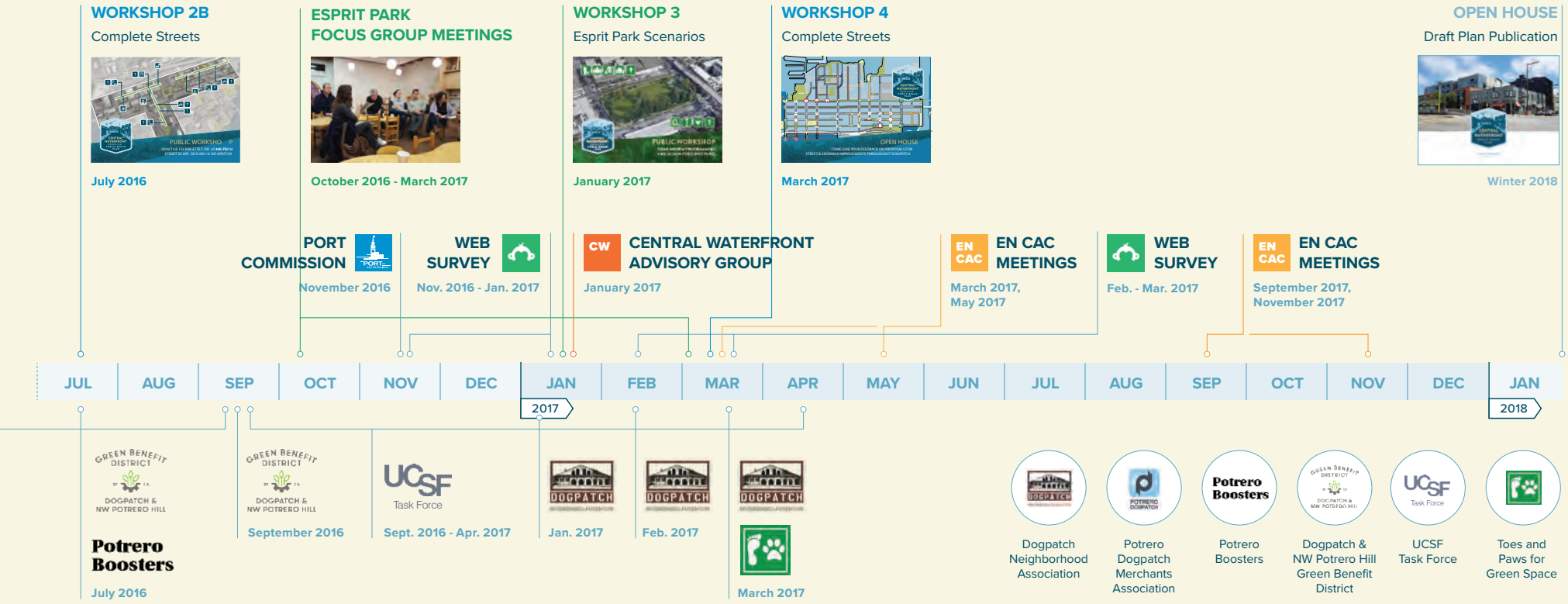
NEIGHBORHOOD GROUP MEETINGS

The project team and several neighborhood groups interacted and coordinated in various ways throughout the plan development process; in addition to public workshops and meetings hosted by the Planning Department. City staff usually attended these groups' regular board meetings to provide updates and solicit input on the process and content of the plan development.

Given that the nature of this planning effort is more long term than the work program implemented by the neighborhood groups, the emphasis was given to integration of the neighborhood groups' work and vision into the overall long-term vision for the Dogpatch's public space.

Key neighborhood groups and institutions included, but were not limited to:

- Dogpatch Neighborhood Association
- Potrero Boosters
- Dogpatch Northwest-Potrero Hill Green Benefit District
- Toes and Paws for Green Space
- The Friends of Esprit Park
- Tunnel Top Park Steering Committee
- University of California, San Francisco
- Friends of Potrero Hill Nursery School
- The Alt School
- La Scuola



PROJECT IDENTIFICATION & COMMUNITY PRIORITIZATION

In addition to public workshops, focus groups, and interactive presentations (see Appendix A for summaries), the Public Realm Plan effort leveraged web-based tools such as the Neighborland platform and email surveys to gather public feedback about priorities in the neighborhood.

Other considerations such as land use changes, pedestrian connections to both the waterfront and adjacent neighborhoods, location of community assets, and equitable geographic distribution through the plan area helped the Public Realm Plan team select certain representative streets and open spaces to focus on for conceptual design through the Plan effort.

The three selected corridors represent typical street typologies in Dogpatch; allowing for the development of a range of design solutions for those typologies, establishing model designs to be applied to similar streets in the neighborhood.

Similarly, the selected open spaces represent the variety of green spaces found throughout Dogpatch. Conceptual designs emphasize phasing that could be implemented as density and usership increase in the vicinity of those sites.

STREET CORRIDORS

1. Minnesota Street North (North-South connection between Mariposa and 22nd): Predominantly residential with some patches of industrial frontages, connecting three major neighborhood-serving parks - Mariposa Park, Woods Yard and Esprit Park; also to 22nd Street, the neighborhood's principal commercial area.

2. Minnesota Street South (North-South connection between 23rd Street and Cesar Chavez): Mix of industrial, retail, and residential uses with complex topography.

3. 24th Street (East-West connection): Fronting uses are principally industrial. The eastern half of this street is a designated Green Connection to Warm Water Cove.

FIGURE 1-3. PROJECTS SELECTED FOR CONCEPTUAL DESIGN



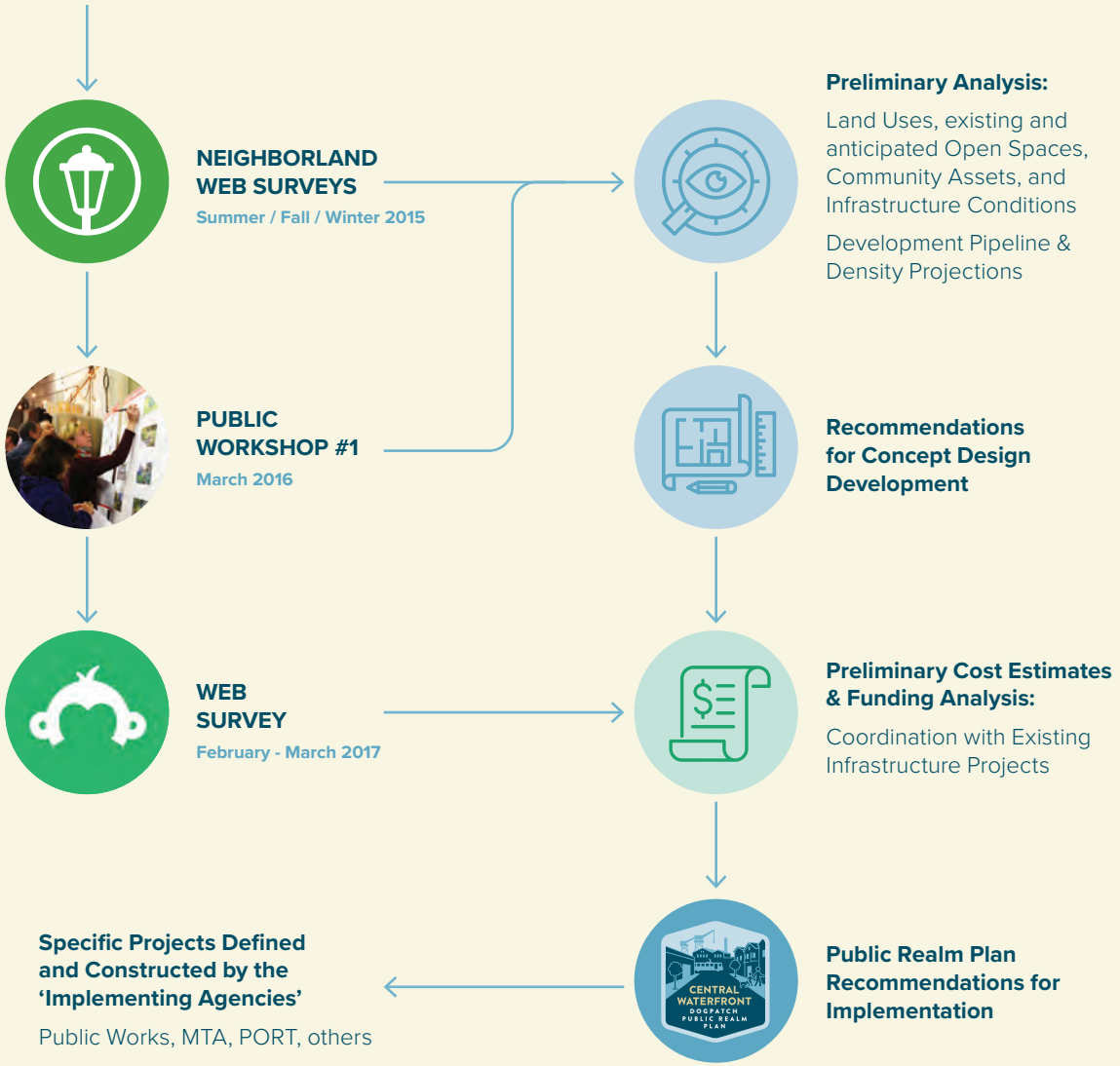
OPEN SPACES

A. Esprit Park. The oldest park in Dogpatch, this park was created by the Esprit de Corps in 1982 then gifted to the City of San Francisco in 2001. It is positioned in the heart of the Plan Area's most dense residential cluster, and is currently managed by Recreation and Parks Department.

B. Tunnel Top Park. This is a new open space created by the Tunnel Top Park Steering Committee, a volunteer neighborhood organization. The park has been created from a formerly neglected piece of Caltrain property on 25th Street, a key route that connects southern Potrero Hill, Dogpatch, and the waterfront.

C. Warm Water Cove. A bayside site with incredible views, for years this has been the only publicly accessible shoreline open space in the Central Waterfront. A volunteer group of Dogpatch-Potrero residents has stewarded the site for years, and the Port of SF has a long-term vision to expand the park to the southeast as part of the Blue Greenway.

FIGURE 1-4. PRIORITIZATION PROCESS



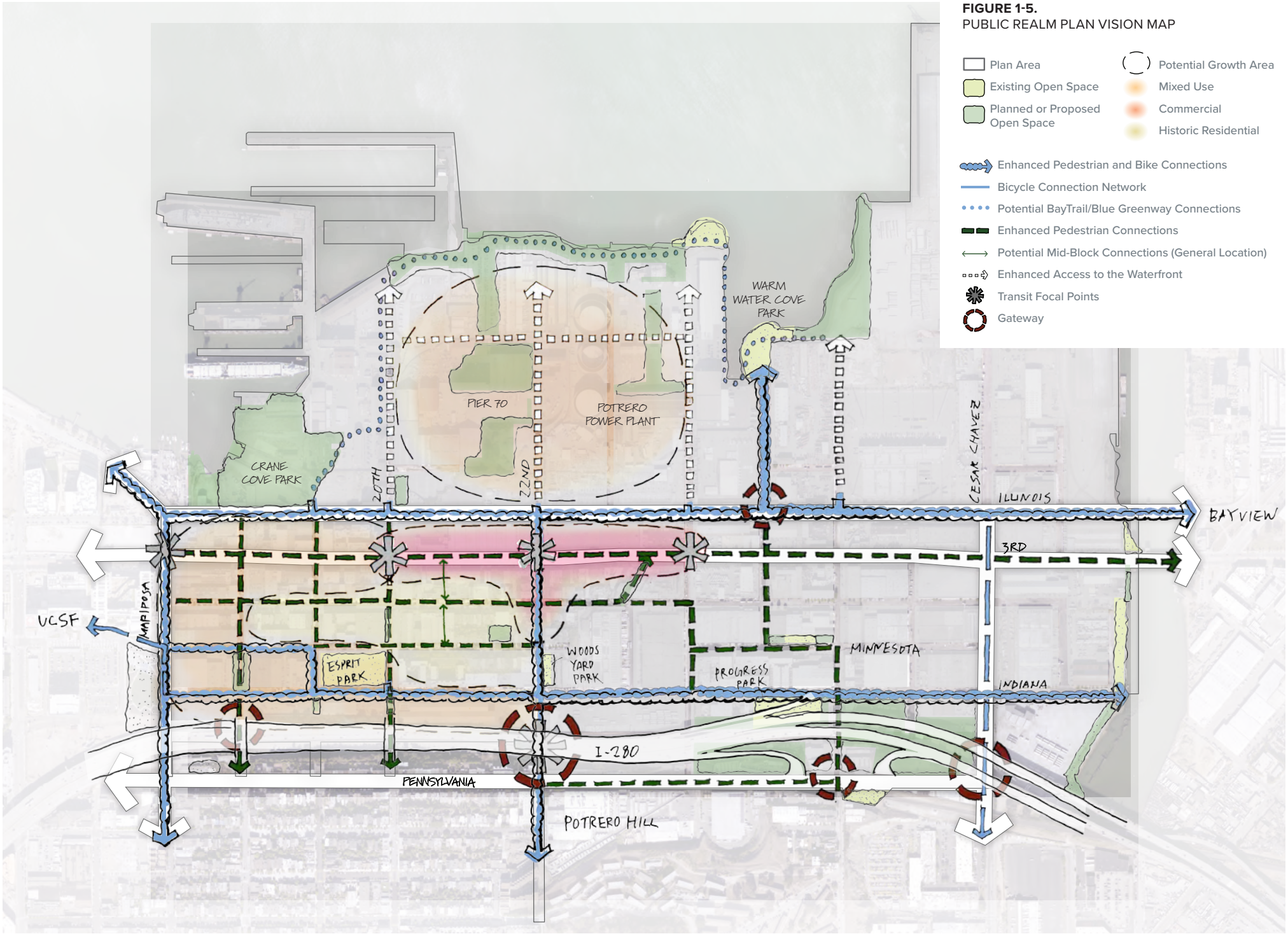


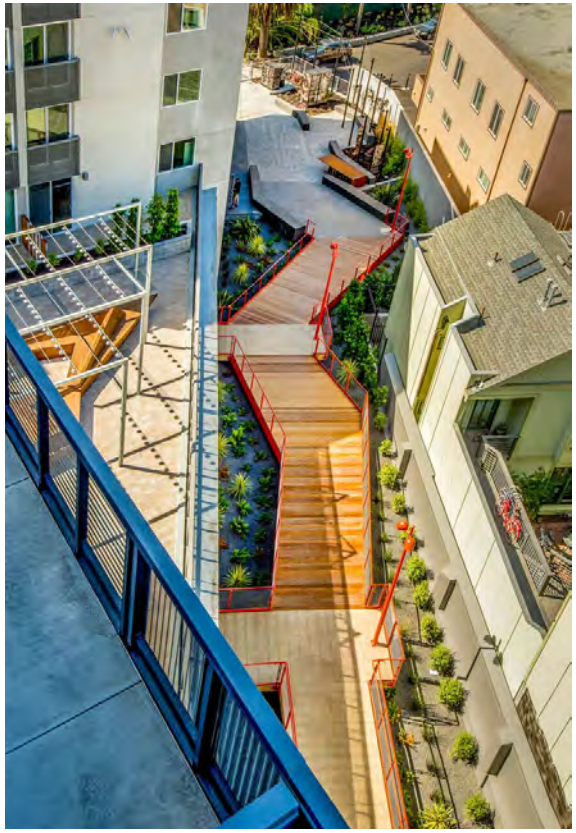
FIGURE 1-5.
PUBLIC REALM PLAN VISION MAP

PUBLIC REALM VISION AND DESIGN POLICIES

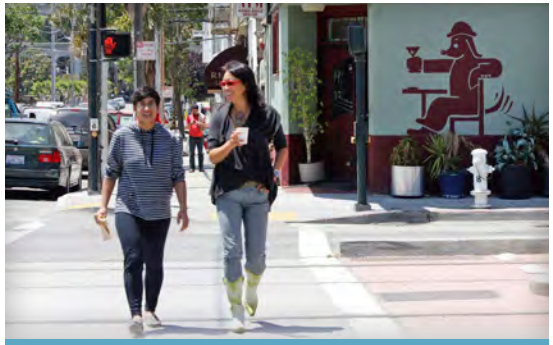
The Public Realm Plan Vision Map (Figure 1-5) establishes a long-term framework for public realm investments in the Central Waterfront - Dogpatch. The map recognizes current and future anticipated concentrations of transit and commercial activity, residential density, and future open spaces that need to be connected by a robust network of safe, green streets.

Enhanced pedestrian connections are concentrated in the northern portions of the Plan Area, where residential and commercial land uses are most prevalent. The largest open spaces are arrayed along the bay shoreline, making east-west streets – especially those providing connections to the adjacent Potrero Hill neighborhood – even more important. 18th Street, 20th Street, and 25th Street take on special significance as connectors to large waterfront open spaces. New developments east of Illinois create new north-south streets, such as Maryland, that connect the Pier 70 and Potrero Power Plant sites to one another. Other streets such as Minnesota, Indiana, and Pennsylvania provide enhanced north-south connections to a residential and open space cluster in southern Dogpatch.

The Dogpatch Ropewalk designed by Fletcher Studio reflects Dogpatch's industrial and Maritime heritage.







A NETWORK OF COMPLETE STREETS

The Central Waterfront is currently made up of an incomplete, discontiguous street grid with physical characteristics of the neighborhood's industrial past.

Dogpatch Streets should be complete in all senses of the word: broken links in the street grid should be closed, and areas with new residential and commercial growth should include the amenities serving higher pedestrian and bicycle use. Pedestrian and cyclist connections to adjacent neighborhoods, new waterfront parks, and neighborhood institutions should be comfortable and safe.

Street design should recognize needs of ongoing industrial and maritime uses, particularly facilities east of Illinois Street.



A DIVERSITY OF HIGH-QUALITY OPEN SPACES

Over the years, a number of informal parks and open spaces were created by residents to meet local recreational needs. This collection of unique assets, created from underutilized rights-of-way, express the spirit of Dogpatch and inventiveness of its residents.

As the neighborhood continues to grow with new residents and workers, informal open spaces should be upgraded, expanded, and multiplied alongside existing formal parks. Renovations should accommodate diversifying user needs, upgrades to facilities and furnishings, and night time safety. New open spaces should be implemented throughout the plan area, giving more equal and ready access to recreational facilities.



A LANDSCAPE EXPRESSIVE OF UNIQUE HISTORY AND CHARACTER

Central Waterfront streets and open spaces vary in quality and character from block-to-block. This landscape reflects a neighborhood history steeped in maritime industry, industrial manufacturing, and a new creative economy of local crafts and fabrication.

Streetscape and open space designs should be responsive to immediate land uses, and endeavor to highlight remnant warehouse architecture and other historic fabric. Rather than draw on standard solutions found ubiquitously throughout the city, designs, materials and furnishings in the public realm should also borrow from industrial forms and palette.

Key historic buildings associated with past institutional use should also be adaptively reused to serve new needs.



2

PLAN AREA CONTEXT



The public realm, including streets, sidewalks, parks, and open spaces should be considered in relation to their context and historical development. Building upon previous planning efforts, improvements to the Dogpatch's public infrastructure will shape the future landscape and influence the socioeconomic environment of the area. This chapter investigates the Area's history, its zoning and its land use along with its demographics, transportation, and street trees.

Image above: Aerial view of the Central Waterfront area, 1948.

HISTORICAL CONTEXT [1]

The Dogpatch neighborhood has a rich history due to its proximity to the water. Access to the water provided the basis for widespread industrial development ranging from a cattle ranch to maritime commerce. Many parts of Dogpatch once depended upon the bay for their livelihood. As maritime industries grew prosperous, portions of the bay were filled in to accommodate industrial development; hence, shaping the current landscape of the Dogpatch neighborhood.

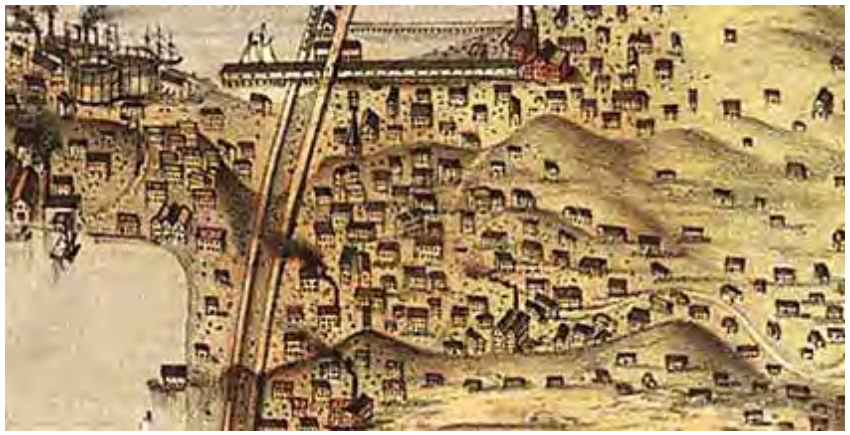
EARLY AMERICAN ROOTS (1850s)

Originally called “Potrero Nuevo,” the Dogpatch area was designated for cattle ranching. However, by the turn of the century, significant industries, such as black gunpowder production and rope manufacture (Tubbs Cordage) replaced agriculture practices.

RAILROAD EXPANSION (1900s)

Southern Pacific and Atchison, Topeka & Santa Fe Railroads filled in the area’s tidal flats. The Atchison, Topeka & Santa Fe railways were located on Indiana Street, what is now the Caltrain’s right of way. Potrero Point remained a hub for railroad operations well into the 20th century.

1 The content in this section is derived from the presentation materials prepared by UC Berkeley students in the Spring 2016 CP 208 Plan Preparation Studio, Professor Elizabeth Macdonald.



Potrero Point and Long Bridge, 1857



Union Iron Works, 1860s-1940



Irish Hill, 1890



The Third Street Rail, 1905



3rd Street, 1980s

INDUSTRIAL EXPANSION (1920s)

Union Iron Works became the largest employer in the area. The company was responsible for building ships for the government during WWI and WWII. At its height the company employed 18,500 people. Maritime industries were popularized at the turn of the century due to the area's deep water access.

INDUSTRIAL DECLINE (1960s)

As the importance of heavy industry waned across the United States, Dogpatch experienced significant decreases in residents and jobs. In addition to a decline in population and employment, the neighborhood suffered from repeated arson during this period.

REVITALIZATION (1980s - Now)

In the 1980s, new development and interest arose in Dogpatch due to the growing number of small creative firms and artists looking for spaces with affordable rents in San Francisco. This migration brought new interest into the region, resulting in an expansion of firms and residents.

HISTORIC RESOURCES

The Dogpatch neighborhood is historically known as a mixed industrial and residential district. In particular, Dogpatch contains architecturally and historically significant workers' cottages, factories, warehouses and public buildings constructed between 1860 and 1945. It is one of the few neighborhoods that survived the 1906 earthquake and fire.

Several historic resource surveys have been conducted in the Central Waterfront Plan Area, including the Central Waterfront Historic Survey, completed in years 2000 and 2001 by the Planning Department in association with the Dogpatch Neighborhood Association. The Port of San Francisco also conducted the Union Iron Works National Register Historic District Nomination prepared in 2009. These surveys led to the identification of a Pier 70 National Register Historic District and the Article 10 designation of the Dogpatch Historic District, as shown in Figure 2-6.

This Public Realm Plan includes streetscape and park design recommendations that celebrate the neighborhood's historical significance and promote the character of the historic district.

Dogpatch Historic District

The most distinctive residential enclave on Tennessee and Minnesota Streets served as the center of the Dogpatch neighborhood



1929 Birdseye



1955 Potrero Police Station



Tubbs Cordage worker houses, 1974

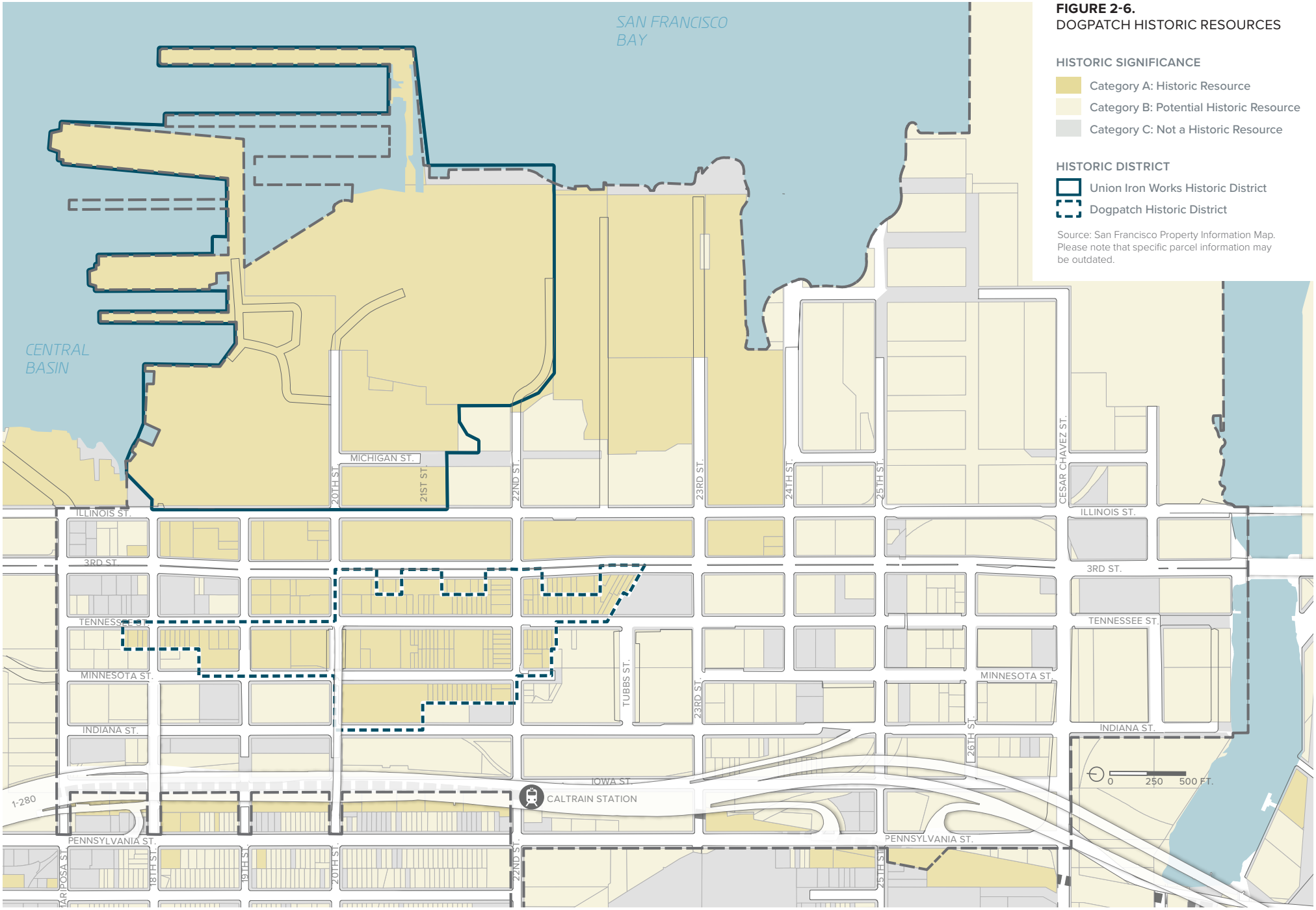


FIGURE 2-6.
DOGPATCH HISTORIC RESOURCES

HISTORIC SIGNIFICANCE

- Category A: Historic Resource
- Category B: Potential Historic Resource
- Category C: Not a Historic Resource

HISTORIC DISTRICT

- Union Iron Works Historic District
- Dogpatch Historic District

Source: San Francisco Property Information Map. Please note that specific parcel information may be outdated.

and hence, was designated as the Dogpatch Historic District under Article 10 of the Planning Code. Many of the houses in this area were built around the turn of the century and are typically one- or two-story structures.

Union Iron Works Historic District

The most important event in the industrial history of the area was the establishment of the Union Iron Works (UIW) shipyard in 1883 at the site of what is now Pier 70. UIW soon grew into one of San Francisco's largest industrial corporations and became a key part of the city's economy. Most of Potrero Point was leveled in conjunction with the construction of the UIW. The shipyards and mills at Pier 70 are considered to be part of the oldest, largest and most intact historic industrial complex remaining in the city. Recognizing the significance of this event and the site, the Port of San Francisco, which owns the Pier 70 properties, designated it as the Union Iron Works Historic District and added it to the National Register of Historic Places on April 17, 2013.

Historic Resource Under CEQA

The California Environmental Quality Act (CEQA) and the Guidelines for Implementing CEQA (State CEQA Guidelines, Section 15064.5) give direction and guidance for the environmental evaluation of projects. For the purposes of CEQA, "Historical Resources" include properties listed in, or formally determined eligible for listing, in the California Register of Historical Resources. Properties listed in an adopted local historic register, or properties that fit the definition of a "historical resource," as defined in the CEQA Statutes and Guidelines, are also included.



1927 19th Street viaduct as pedestrian-only bridge

Every property will be issued a specific designation by the city according to the following criteria in terms of three major categories:

» Category A – Historical Resources

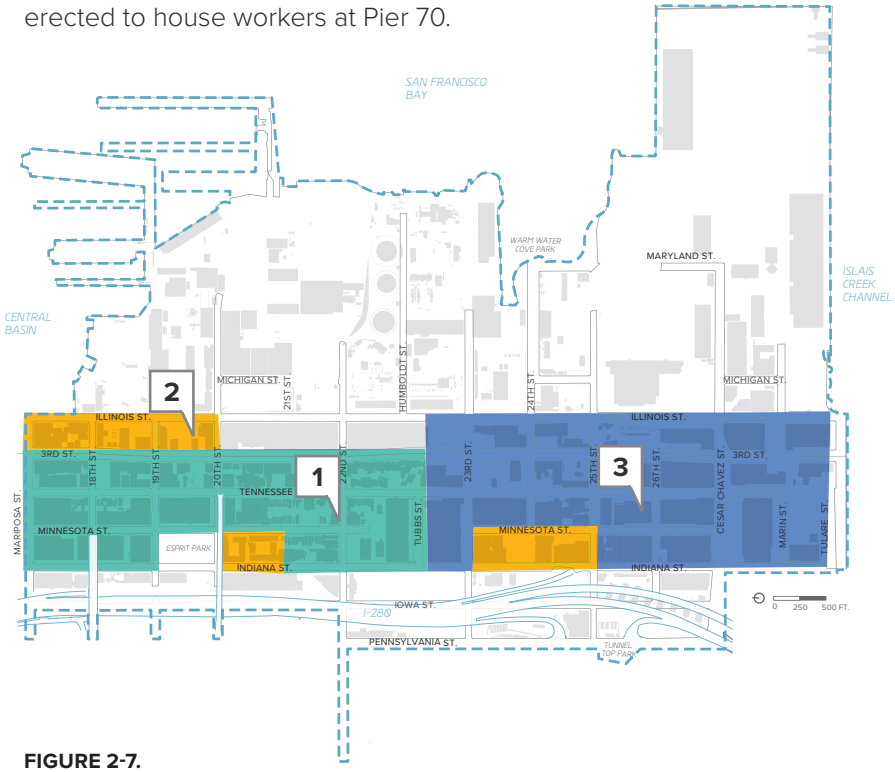
» Category B – Properties Requiring Further Consultation and Review.

» Category C – Properties Determined Not To Be Historical Resources or Properties For Which The City Has No Information indicating that the Property is a Historical Resource.

As shown in Figure 2-6, most "Category A" properties are located in the central Dogpatch area. Development of these properties would require evaluation on whether the action or project proposed by the sponsor would cause a "substantial adverse change" to the "historical resource."

BUILT FORM

The diverse character of the built environment in Dogpatch constitutes the vibrant visual and unique interest of the neighborhood. The grain of the urban fabric changes drastically from Potrero Hill in the west to the waterfront in the east. The size of parcels are generally much larger in southern Dogpatch and on the Piers, where Industrial uses have historically dominated. Large warehouses and surface staging lots predominate in those areas. There is a cluster of finer-grained lots and buildings in the historic core of Dogpatch (see Figure 2-7), comprised mostly of historic cottages erected to house workers at Pier 70.





1 HISTORIC DISTRICT

2 NEW RESIDENTIAL

3 PDR + INDUSTRIAL

FIGURE 2-7.
GEOGRAPHIC GROUPINGS - THE FABRIC OF BUILDINGS AND LANDSCAPES

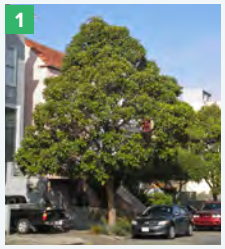
2 The map and photographs on this page is derived from the presentation materials prepared by UC Berkeley students from Professor Macdonald's Spring 2016 CP 208 Plan Preparation Studio.

TREE COVERAGE AND SIDEWALK PLANTINGS

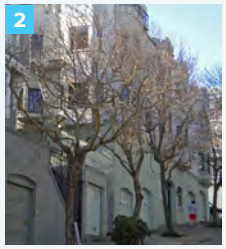
Street trees are one of the most important elements for a complete street. Trees provide shade, function as a buffer between the travel lanes and the sidewalk, and add aesthetic value to the public realm by softening the edges of the hard urban landscape.

In Dogpatch tree coverage is somewhat spotty. Most of the residential frontages have street trees along the sidewalks, but industrial areas rarely include any greenery. Trees are not recommended for some industrial frontages because loading decks and activities involving large commercial trucks prohibit continuous tree canopies. Street tree planting should avoid conflict with industrial operations. However, there are still opportunities to provide better tree coverage in the neighborhood, especially along the streets with high pedestrian volumes and anticipated residential development. As shown in Figure 2-8, there are many trees in poor health, many treewells with stumps or many vacant treewells. Improving tree health and planting trees in empty treewells, or identifying new additional locations for trees, make immediate positive impact on the streetscape. Where new trees are not feasible, understory planting (low growing plants) or planter boxes could be an alternative.

Top 10 Common Trees in Dogpatch



Brisbane Box
Lophostemon confertus



London Plane Tree
Platanus x hispanica



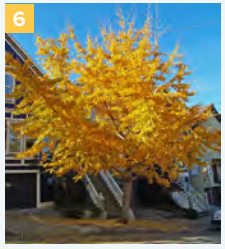
Chinese Elm
Ulmus parvifolia



American Sweet Gum
Liquidambar styraciflua



Water Gum
Tristaniopsis laurina



Maidenhair Tree
Ginkgo biloba



Cajeput Tree
Melaleuca quinquenervia



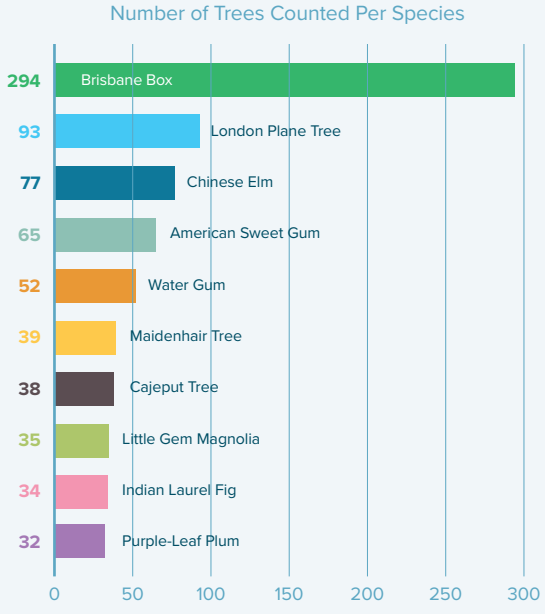
Little Gem Magnolia
Magnolia grandiflora



Indian Laurel Fig
Ficus microcarpa



Purple-Leaf Plum
Prunus cerasifera



All tree species photos courtesy of Friends of the Urban Forest, except for the Indian Laurel Fig (photo by C. Stubler, M. Ritter, W. Mark and J. Reimer).

Source: San Francisco citywide street tree census, conducted in 2016.

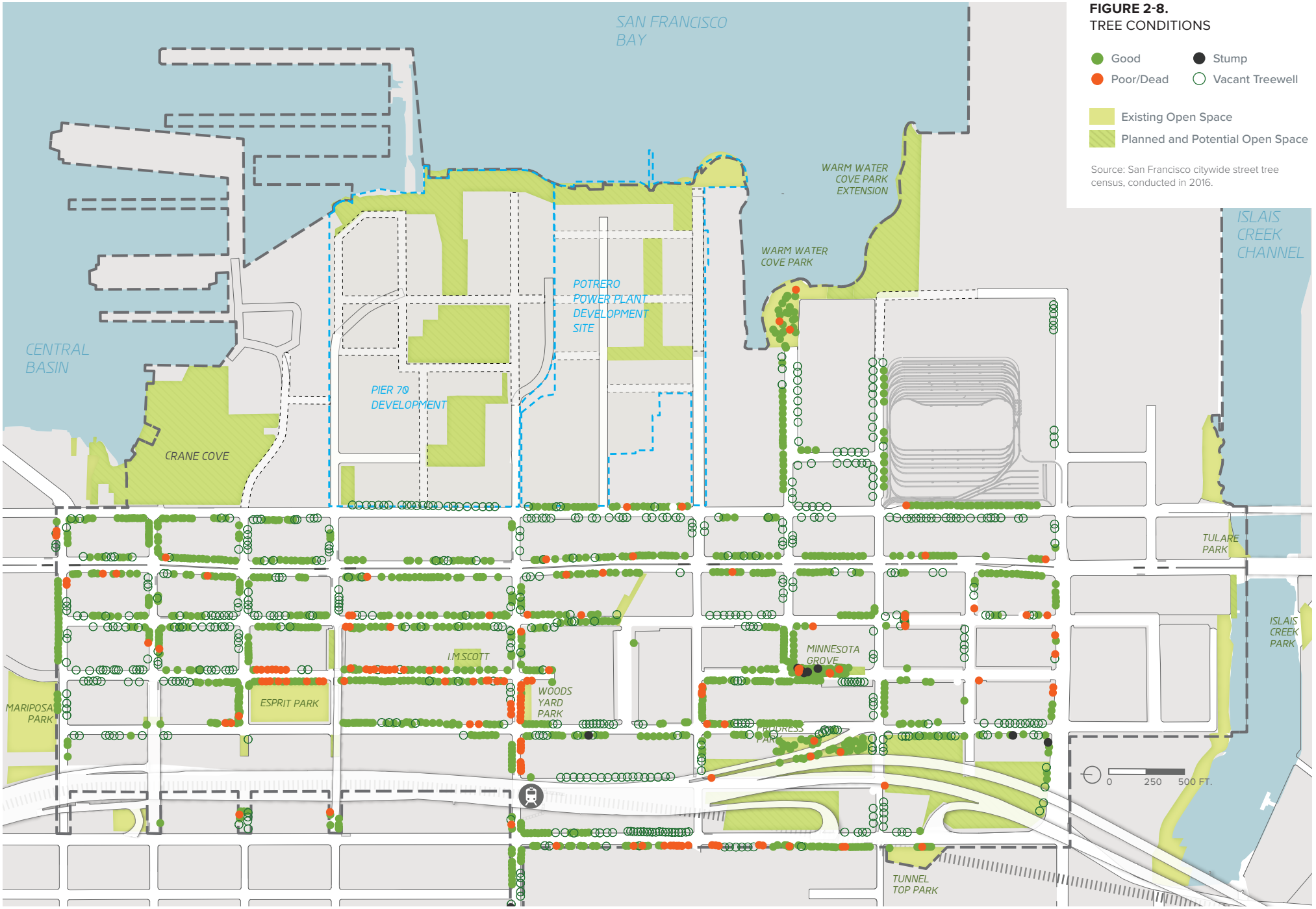


FIGURE 2-8.
TREE CONDITIONS

- Good
- Poor/Dead
- Stump
- Vacant Treewell
- Existing Open Space
- Planned and Potential Open Space

Source: San Francisco citywide street tree census, conducted in 2016.

ZONING, LAND USE AND BUILDING CONTROLS

Zoning Changes in 2008

Industries in the Dogpatch neighborhood had been serving as the city's economic engine for decades until the industrial decline in the 1960s. Due to its industrial roots, the majority of the neighborhood was zoned for both heavy and light industrial uses, except for the historic residential enclaves along Tennessee and Minnesota Streets.

However, as the demand for industrial use declined, many parcels zoned for heavy industrial (M-2) started seeing non-industrial uses, as depicted in Figure 2-11. Recognizing the potential conflicts between residential and industrial uses, the City worked with the community to revisit the area's zoning via the Central Waterfront Area Planning process. In 2008, as a result of the planning process, the northern Dogpatch area, generally north of 22nd Street, was rezoned as Urban Mixed-Use to allow more residential and commercial developments. The area of Dogpatch south of 22nd Street was preserved as the city's primary light industrial area and renamed as the Production, Distribution, and Repair (PDR) District (Figure 2-10). While the Central Waterfront Plan balanced the need of residential, commercial and PDR uses, most

FIGURE 2-9.
CENTRAL WATERFRONT AREA ZONING MAP IN 2007

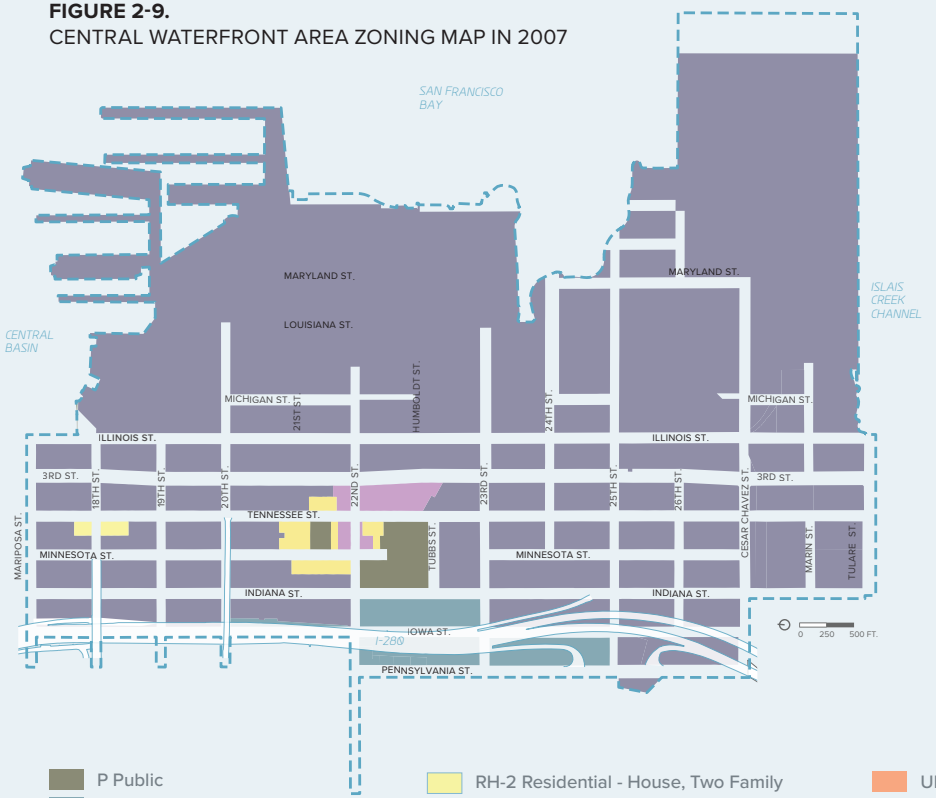
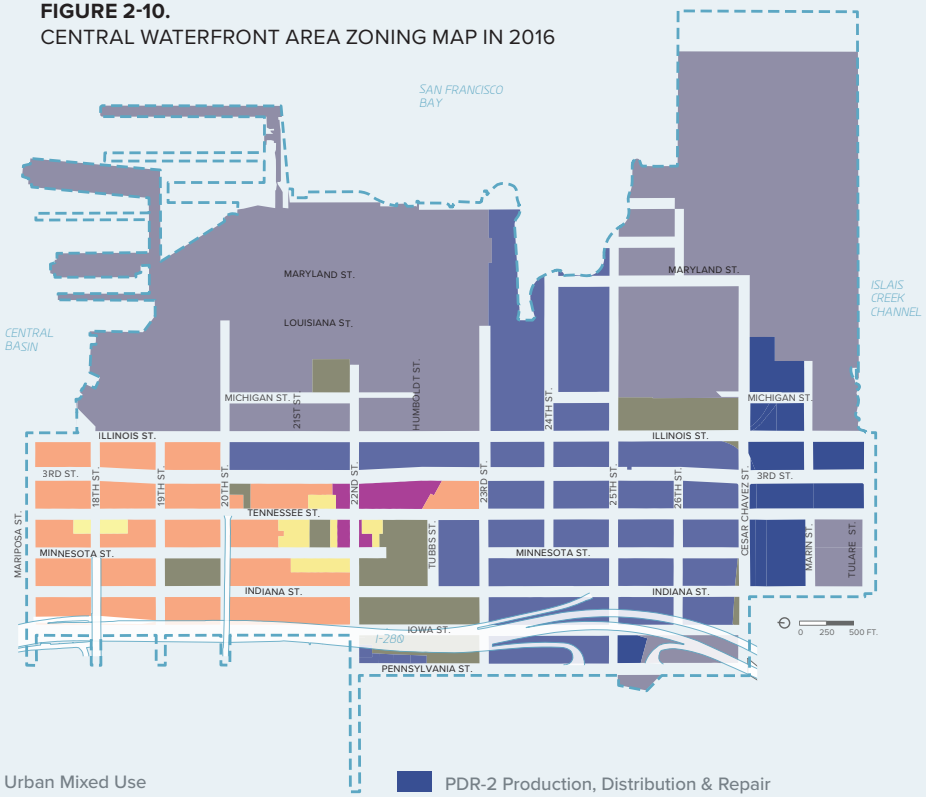


FIGURE 2-10.
CENTRAL WATERFRONT AREA ZONING MAP IN 2016



P Public
M-1 Production, Distribution, Repair
M-2 Heavy Industrial
RH-2 Residential - House, Two Family
RH-3 Residential - House, Three Family
NC-2 Neighborhood Commercial Transit-2
UMU Urban Mixed Use
NCT-2 Neighborhood Commercial Transit-2
PDR-1-G Production, Distribution & Repair
PDR-2 Production, Distribution & Repair

of Port land remained M-2 to support the ongoing maritime operations and to accommodate the Port's Pier 70 planning work.

Land Use Change Post Central Waterfront Area Plan

Since the zoning change in 2008, redevelopment projects have emerged in the northern Dogpatch area. As illustrated in Figure 2-12, many parcels either changed use, are currently undergoing construction, or are subject to a current development proposals.

Interestingly, while the southern Dogpatch area remained the PDR district, several residential developments occurred, mostly granted as an exception. The number of exceptions granted caused neighborhood concerns with the district's industrial operations being compromised and with increased conflict between residential and industrial needs and interests.

- Residential
- Mixed Use (Residential)
- Mixed Use (Non-residential)
- Retail, Entertainment
- Management, Information, Professional Services
- Medical
- Cultural, Institutional, Educational
- Open Space
- PDR (Production, Distribution, Repair)
- Industrial / Manufacturing
- Missing Data

FIGURE 2-11.
LAND USE MAP IN 2007

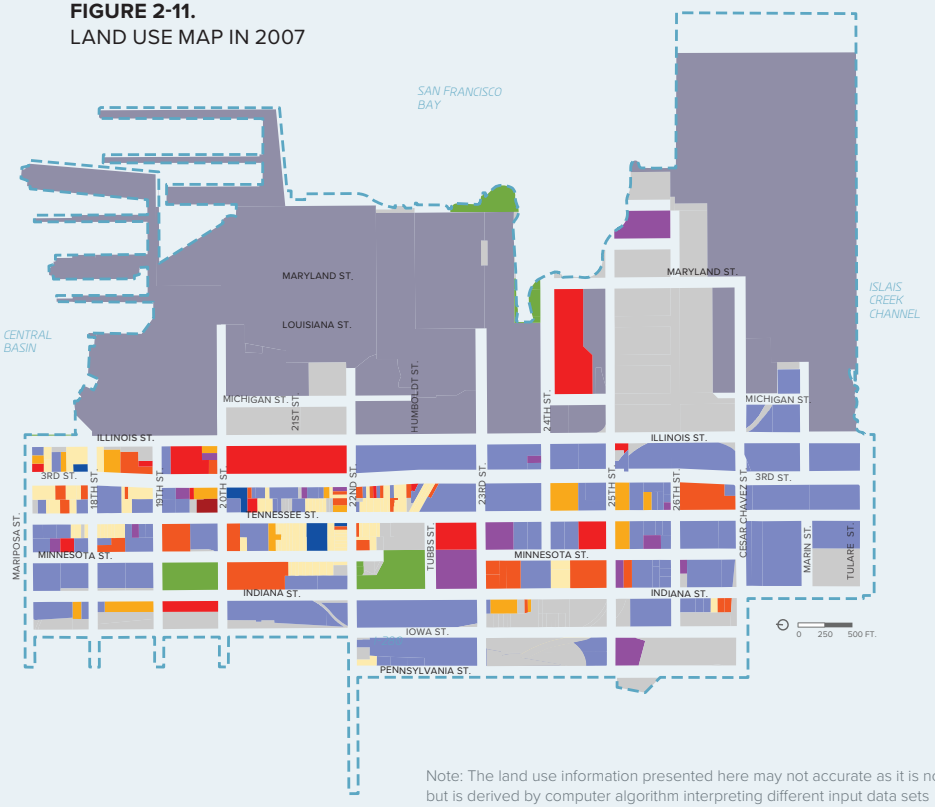
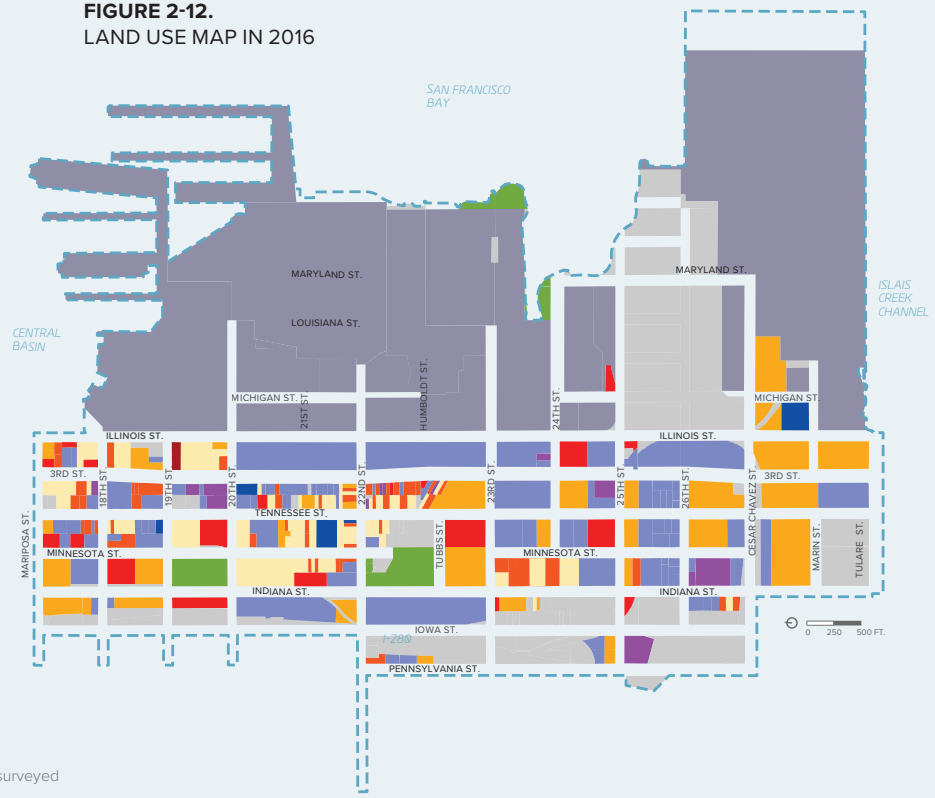


FIGURE 2-12.
LAND USE MAP IN 2016



Note: The land use information presented here may not accurate as it is not surveyed but is derived by computer algorithm interpreting different input data sets

DEVELOPMENT PIPELINE

Between 2015 and 2025, the number of housing units in Dogpatch could quadruple in the most aggressive scenario. As highlighted in Figure 2-15, almost every block in northern Dogpatch has projects in various stages of the entitlement or construction process. According to the most recent pipeline report*, about 3,000 housing units are expected to be built in the next 10-15 years, as shown in the chart to the right. Major development projects in the pipeline include Pier 70 (500-1500 units) and UCSF student housing (595). The Potrero Power Plant site began its planning process in 2017, although at the time of the plan preparation, the housing projection had not yet been determined.



Housing development on Tennessee at 23rd Street

FIGURE 2-13.
CURRENT DEVELOPMENT PROJECTS*

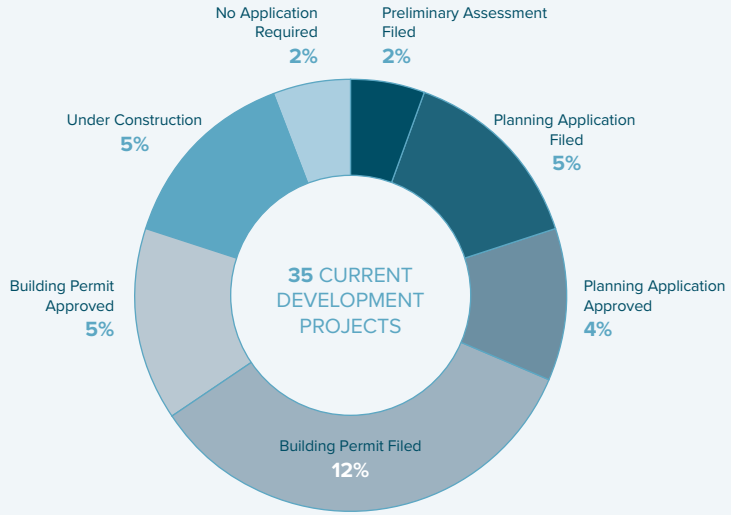
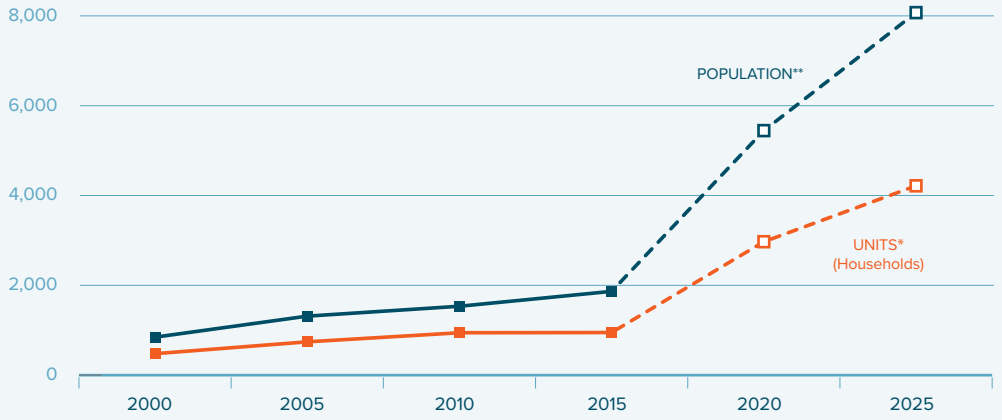


FIGURE 2-14.
POPULATION GROWTH PROJECTIONS

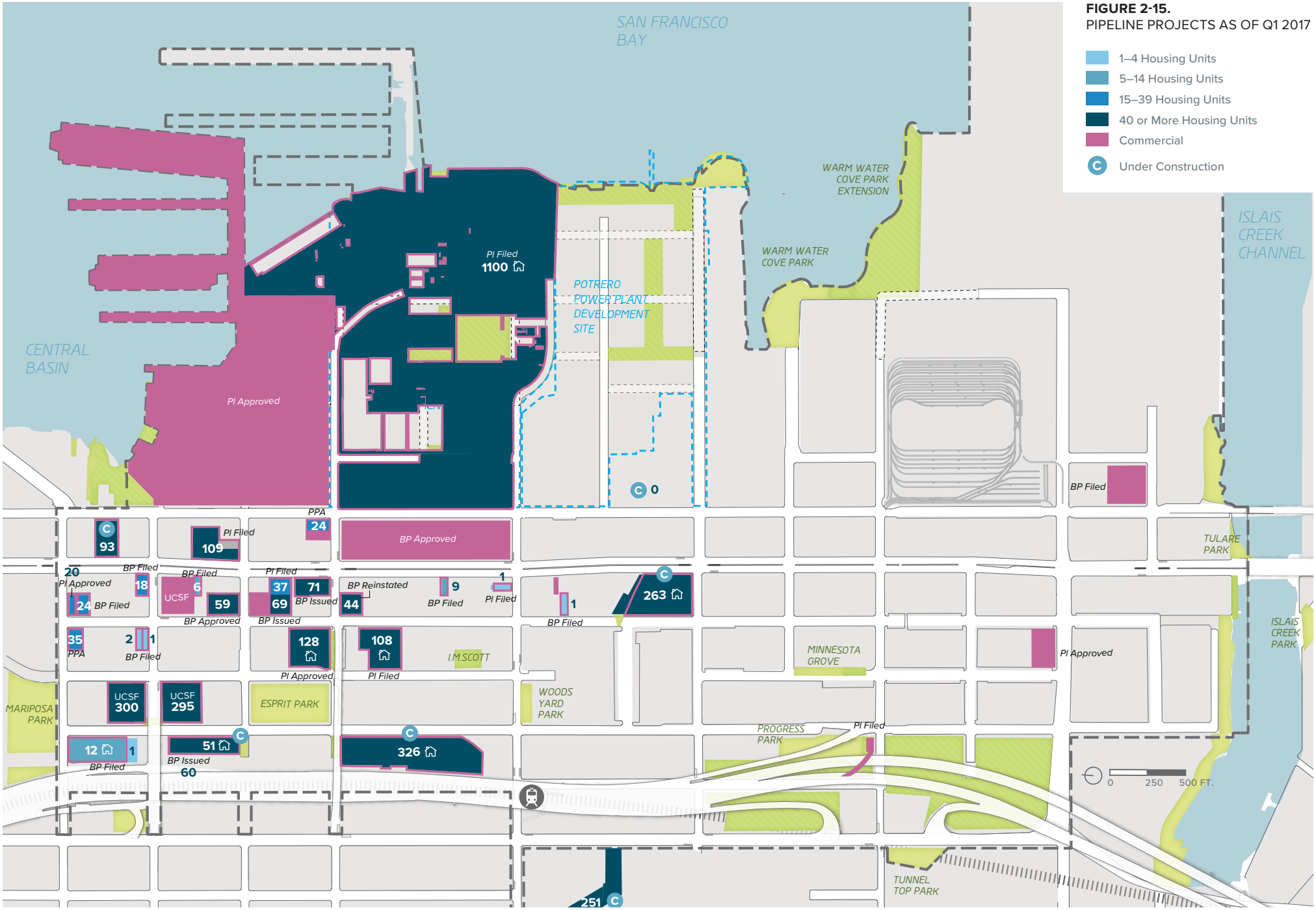


* Based on Q3 2016 development pipeline report (SF Planning). Does not yet include projects with no application on file at the time, such as the Potrero Power Plant site

** Includes developments by State Agencies such as University of San Francisco or developments on Port Property

*** 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)

FIGURE 2-15.
PIPELINE PROJECTS AS OF Q1 2017



DEMOGRAPHICS [3]

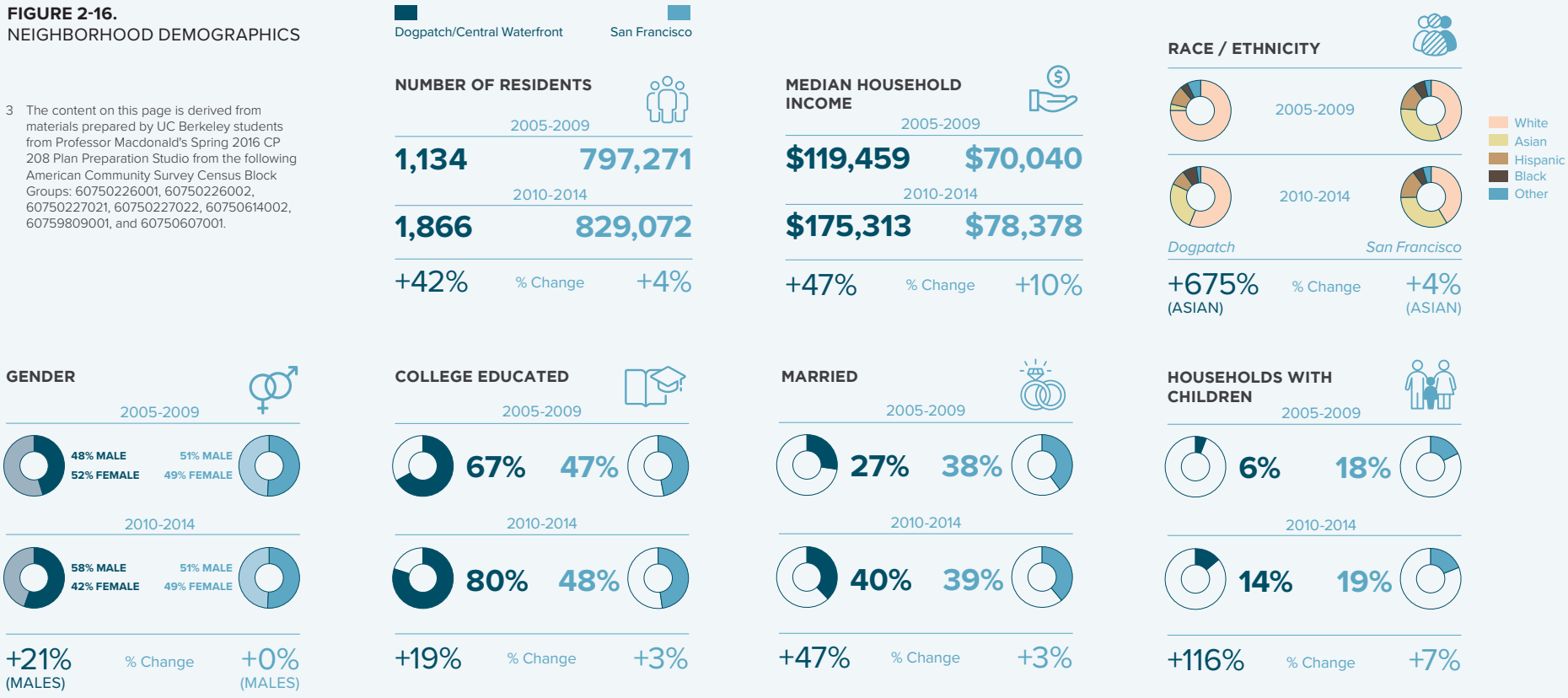
Demographics in the Central Waterfront - Dogpatch have changed rapidly over the last decade, in many ways more dramatically than in the city as a whole. Between 2005 and 2014, the Dogpatch population has grown by 42%, far outpacing growth in San Francisco overall, according to the American Community Survey. This influx of new residents has brought with it higher incomes and education, a change in racial and gender make-ups and a shift in household composition. This rapid transition underscores the imperative to invest in infrastructure such as streets, sidewalks, parks and open spaces in the Central Waterfront.

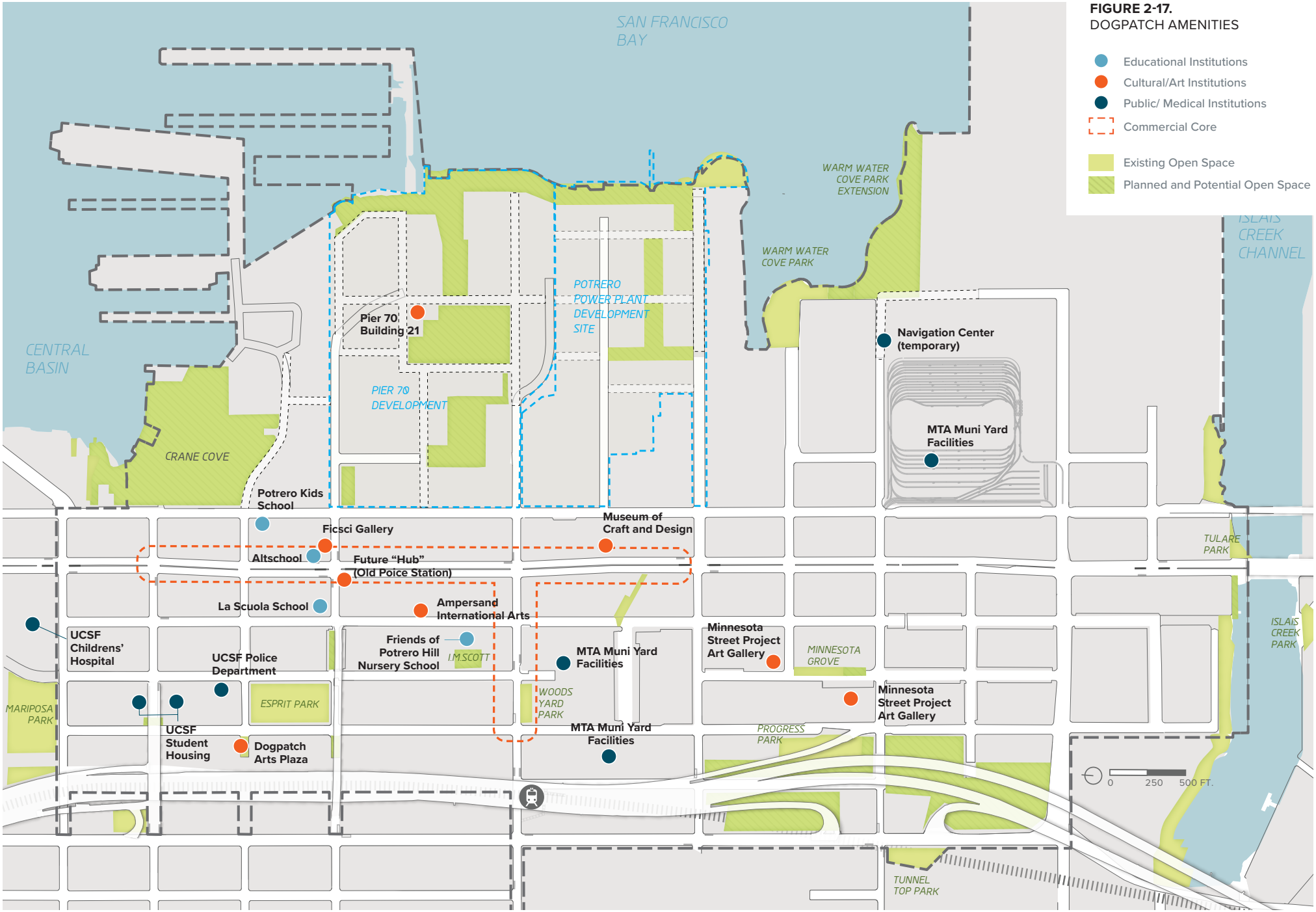
NEIGHBORHOOD ASSETS

With the growing influx of residents into the neighborhood, many more family-friendly assets have emerged in the area, including parks, community gardens, public institutions, local schools, restaurants and retail shops. As shown in Figure 2-17 most of the Dogpatch assets are clustered around the central area.

FIGURE 2-16.
NEIGHBORHOOD DEMOGRAPHICS

3 The content on this page is derived from materials prepared by UC Berkeley students from Professor Macdonald's Spring 2016 CP 208 Plan Preparation Studio from the following American Community Survey Census Block Groups: 60750226001, 60750226002, 60750227021, 60750227022, 60750614002, 60759809001, and 60750607001.




SAN FRANCISCO BAY
WARM WATER COVE PARK EXTENSION
WARM WATER COVE PARK
ISLAIS CREEK CHANNEL
POTRERO POWER PLANT DEVELOPMENT SITE
Pier 70 Building 21
CENTRAL BASIN
PIER 70 DEVELOPMENT
Navigation Center (temporary)
MTA Muni Yard Facilities
CRANE COVE
Potrero Kids School
Ficsci Gallery
Museum of Craft and Design
TULARE PARK
Altschool
Future "Hub" (Old Poice Station)
La Scuola School
Ampersand International Arts
UCSF Childrens' Hospital
UCSF Police Department
Friends of Potrero Hill Nursery School
I.M.SCOTT
MTA Muni Yard Facilities
Minnesota Street Project Art Gallery
MINNESOTA GROVE
ISLAIS CREEK PARK
MARIPOSA PARK
ESPRIT PARK
WOODS YARD PARK
Minnesota Street Project Art Gallery
UCSF Student Housing
Dogpatch Arts Plaza
MTA Muni Yard Facilities
PROGRESS PARK
0 250 500 FT.
TUNNEL TOP PARK
FIGURE 2-17.
DOGPATCH AMENITIES
Educational Institutions
Cultural/Art Institutions
Public/ Medical Institutions
Commercial Core
Existing Open Space
Planned and Potential Open Space

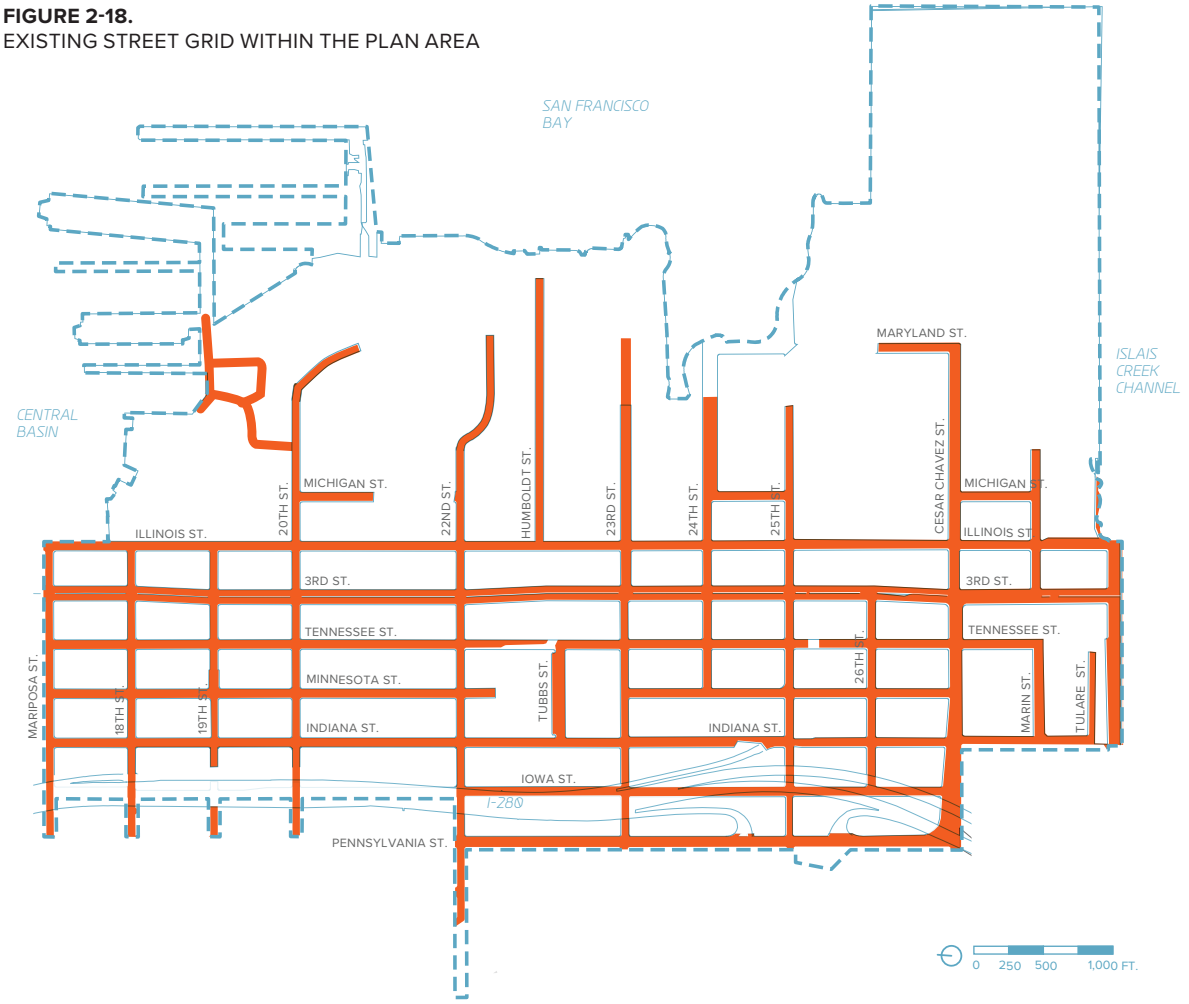
TRANSPORTATION

STREET GRID

The industrial character of Dogpatch extends to the transportation system serving it. Unlike traditionally residential neighborhoods, the Dogpatch area has a coarse network of streets and wide roadways that cater to industrial uses.

The street network in Dogpatch is not only coarse, but also intermittent as illustrated in Figure 2-18. Only a few streets have uninterrupted north-south or east-west connections. A number of public rights-of-way that have, over the years, been abandoned, undeveloped, or incorporated into private parcels. In addition, I-280 that runs along the western edge of the Plan Area limits east-west connections between Dogpatch and the rest of the city. The highway exit ramps and overpasses also affect ground-level circulation. Pylons for the elevated streets reduce roadways widths, resulting in one-way traffic on 20th Street and Indiana Street. Islais Creek on the southern edge of the Plan Area also limits connections to Bayview, Portola, and other neighborhoods to the South.

FIGURE 2-18.
EXISTING STREET GRID WITHIN THE PLAN AREA



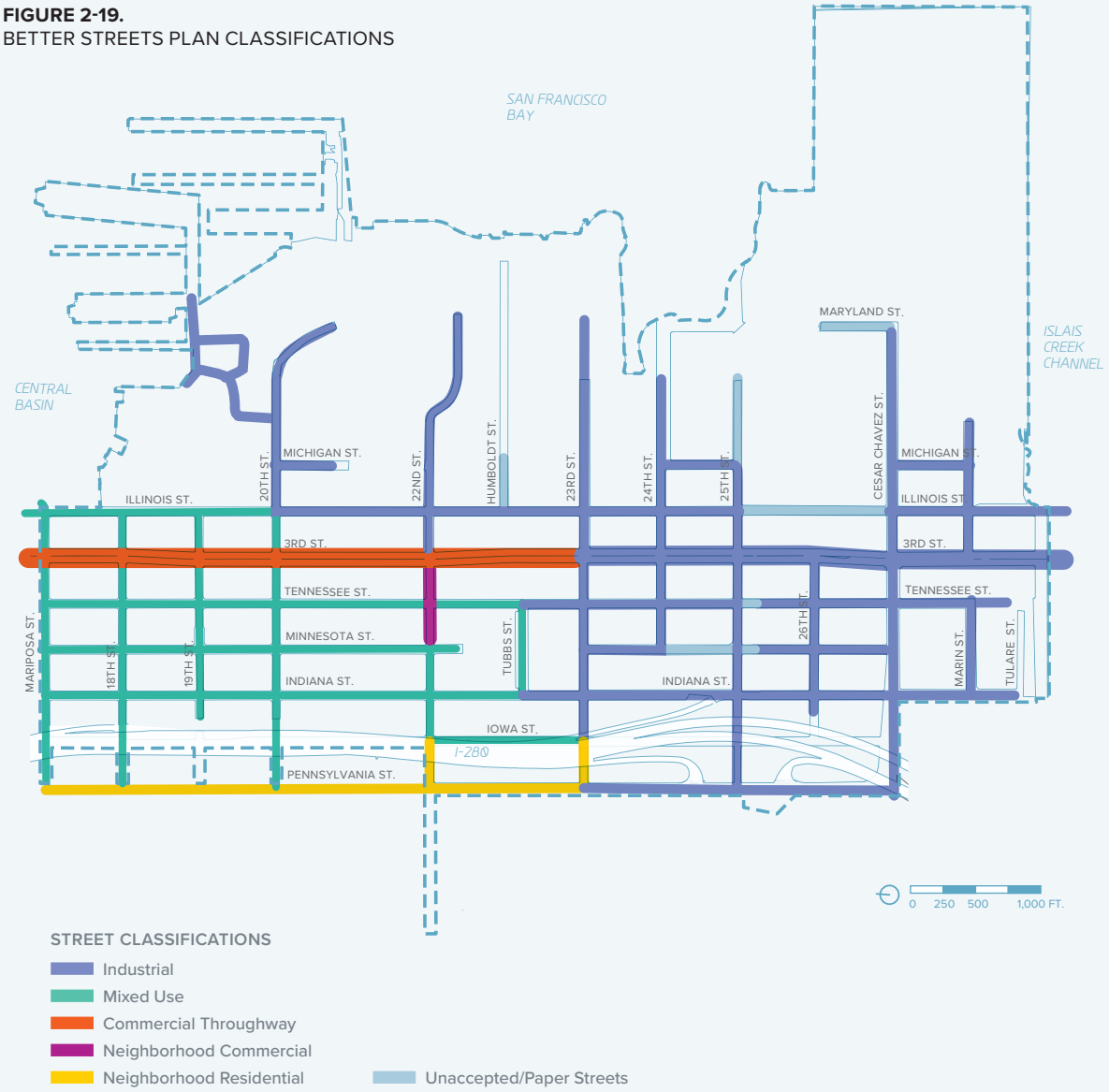
BETTER STREETS PLAN CLASSIFICATIONS

The 2010 Better Streets Plan is a multi-agency effort that established a unified set of standards, guidelines, and implementation strategies to provide a blueprint for the future of San Francisco's pedestrian environment.

For the purposes of streetscape design, the Better Streets Plan categorizes streets into different street types. Street classifications are based on land use characteristics (residential, commercial, industrial, mixed-use) and transportation roles (downtown, throughway, neighborhood). These classifications are intended to improve an understanding of the street context as different conditions merit unique design considerations. Different menus of standard and optional streetscape improvements, including sidewalk widths, trees, marked crossings, and site furnishings, are recommended for each street type.

Within the Dogpatch Public Realm Plan area, almost half of the streets (mostly in southern Dogpatch) are classified as Industrial by the Better Streets Plan. Streets north of Tubbs Street are mostly Mixed-Use. There are several segments of streets in Baja Dogpatch that are "unaccepted," which means these segments have not been 'accepted' for maintenance by the City because they do not meet City standards for street construction.

FIGURE 2-19.
BETTER STREETS PLAN CLASSIFICATIONS



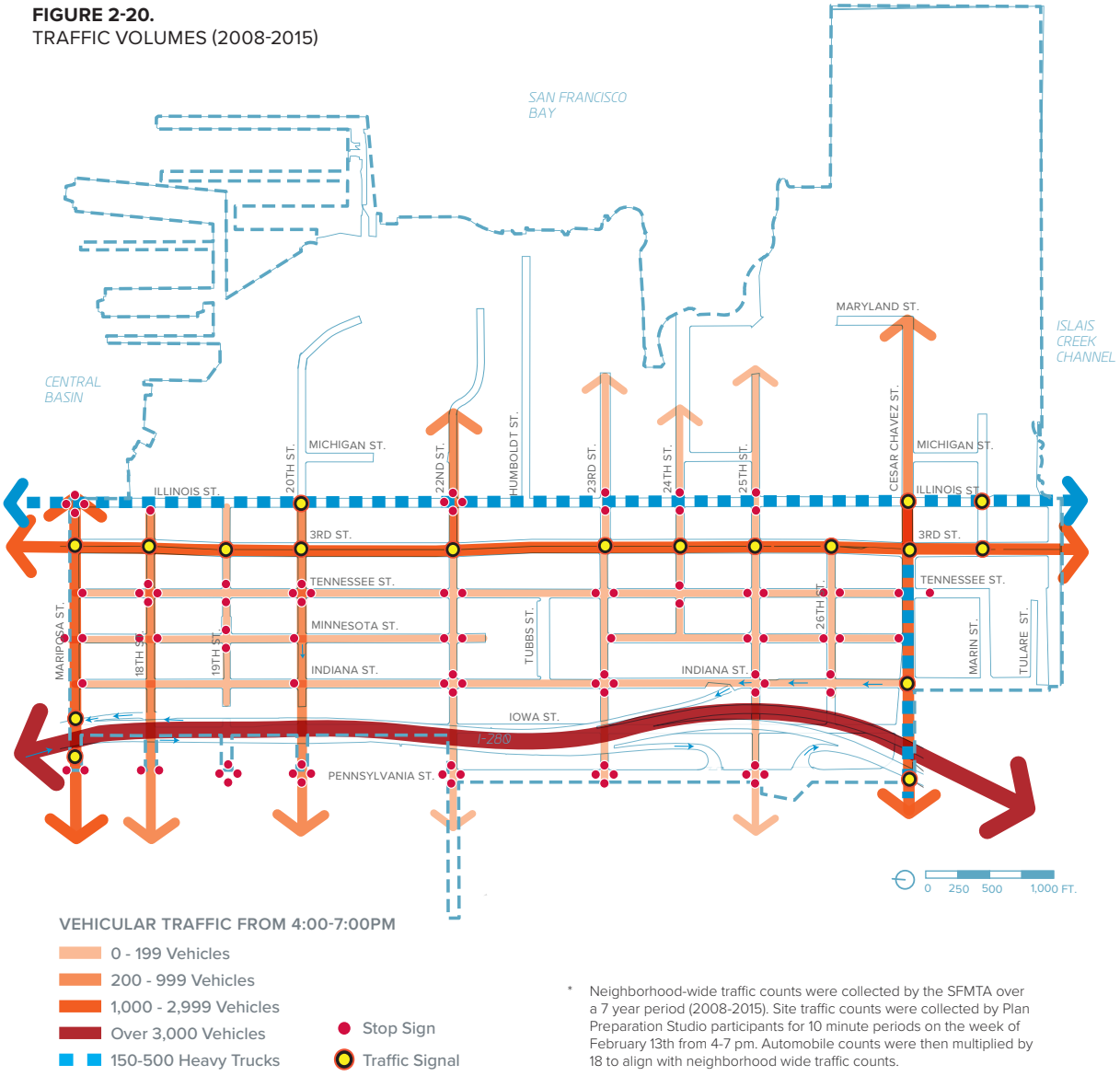
NEIGHBORHOOD-WIDE TRAFFIC VOLUMES

Despite the complicated and discontiguous street layout, it wasn't so difficult for drivers, pedestrians, and bicyclists to move around Dogpatch through local streets when there were low volumes of users. Most residential and industrial streets in the Dogpatch area still carry low volumes of traffic, as shown in Figure 2-20. However, the neighborhood is flanked by Highway 280 and freight arterials, such as 3rd Street and Cesar Chavez Street. 3rd Street is a major north-south thoroughfare along the waterfront, east of I-280. Cesar Chavez Street functions as a semi-freeway, funneling freeway and trucking traffic to and from I-280. The neighborhood is significantly affected by thru traffic, which often includes speeding cars coming off of the highway at 18th, Pennsylvania, 25th, and Indiana streets.



25th Street and Pennsylvania Street, looking west towards Potrero.

FIGURE 2-20.
TRAFFIC VOLUMES (2008-2015)



* Neighborhood-wide traffic counts were collected by the SFMTA over a 7 year period (2008-2015). Site traffic counts were collected by Plan Preparation Studio participants for 10 minute periods on the week of February 13th from 4-7 pm. Automobile counts were then multiplied by 18 to align with neighborhood wide traffic counts.

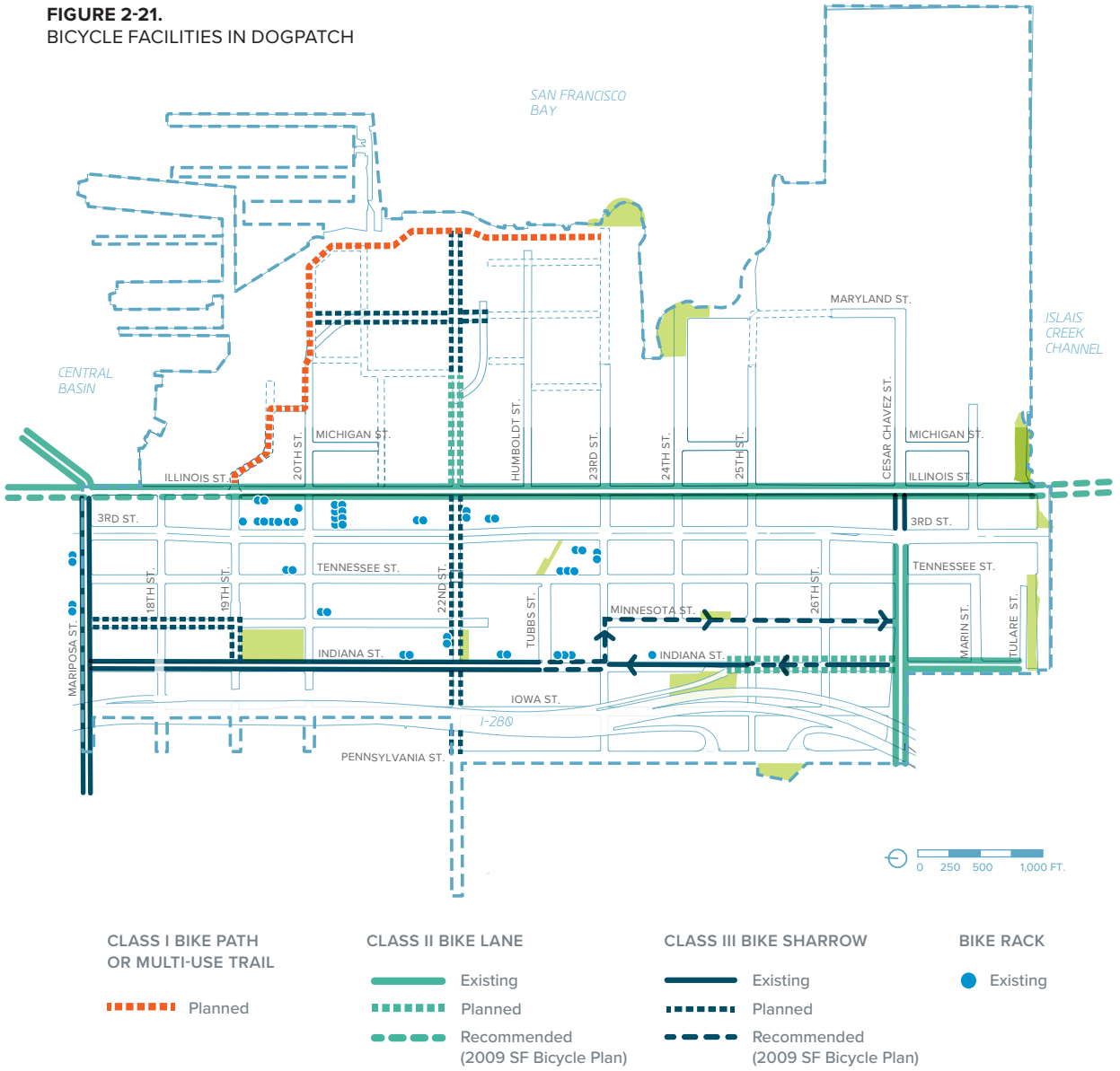
WALKING AND BIKING IN DOGPATCH

In recent years, the volume of pedestrian and bike traffic has increased mostly because of the shift in the dominant use of the area from industrial to residential and retail. Furthermore, the demand for better bicycle and pedestrian facilities has grown as well, which might be attributed not only to the increase in residents and workers, but also to cultural and lifestyle preferences that are less car-oriented.

However, the provision of pedestrian and bicycle facilities in Dogpatch has not kept up with the rapid shift in land uses and corresponding population increase. Existing facilities are suffering from a lack of maintenance, such as potholes and faded striping.

There is some bike infrastructure in Dogpatch, including bike lanes on Illinois and Cesar Chavez, along with bike 'sharrows' (shared-lane markings) along Mariposa and Indiana Streets, as shown in Figure 2-21. Bicyclists have expressed safety concerns about biking within and through Dogpatch, citing that existing bike facilities do not offer enough protection, nor do intersection treatments ensure safety and legibility of bicyclists. Other concerns are associated with high numbers of commercial trucks, and speeding vehicles coming to or from I-280.

FIGURE 2-21.
BICYCLE FACILITIES IN DOGPATCH

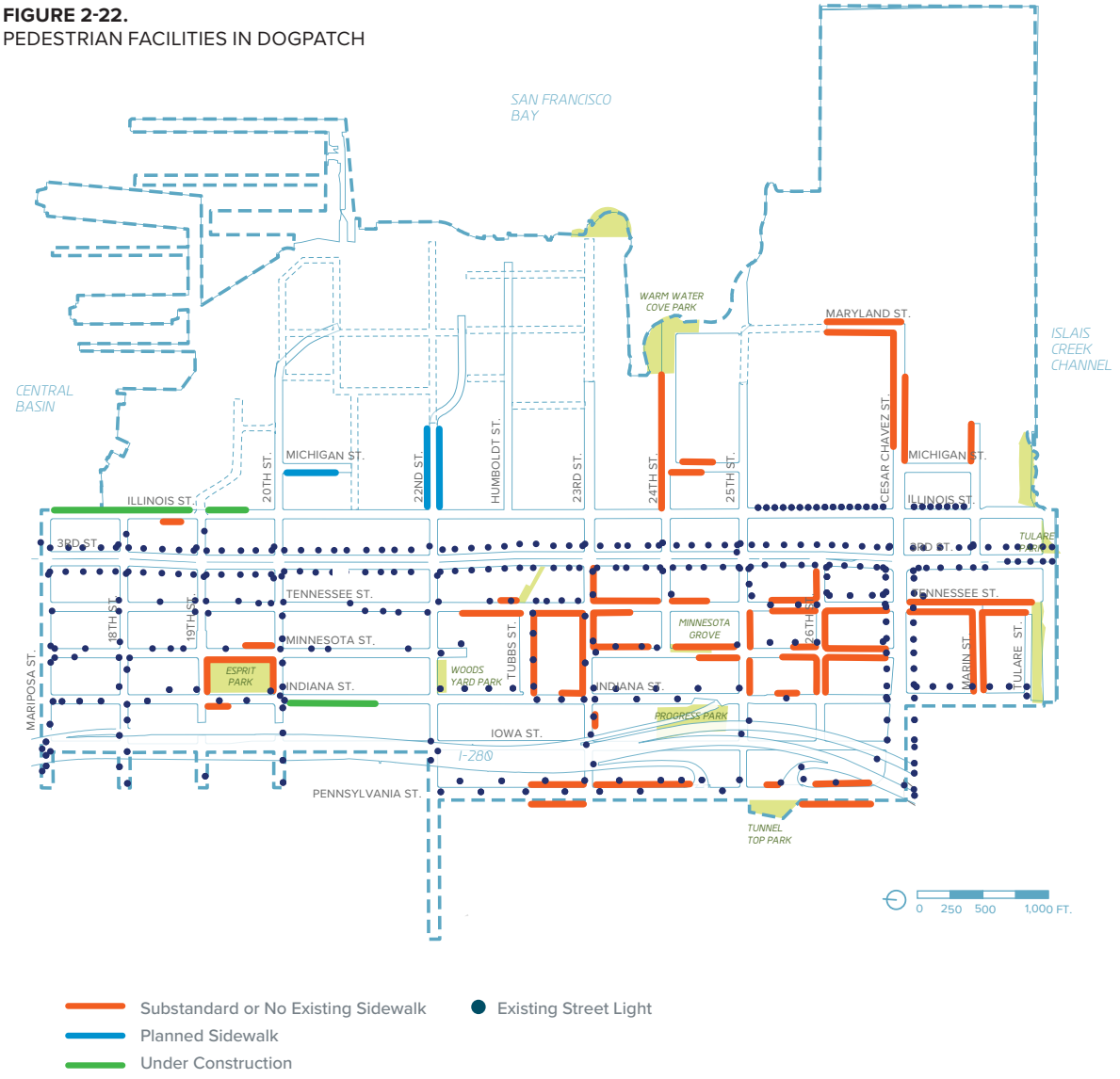


Creating a dense network of safe cycle routes could greatly benefit bicyclists and promote ridership generally.

The pedestrian network is incomplete, as many streets have missing or substandard sidewalks (Figure 2-22). Additionally, Dogpatch needs a fine-grained pedestrian network lined with street trees and greenery. While its residential areas are fine-grained with short blocks and street trees, its industrial areas have long blocks with frequent curb-cuts or no sidewalks, making it challenging for pedestrians to walk along.

Some sidewalks are currently planned for construction, or are already under construction, by City projects or private development projects. Those are indicated in Chapter 3.

FIGURE 2-22.
PEDESTRIAN FACILITIES IN DOGPATCH



INTERSECTION SAFETY

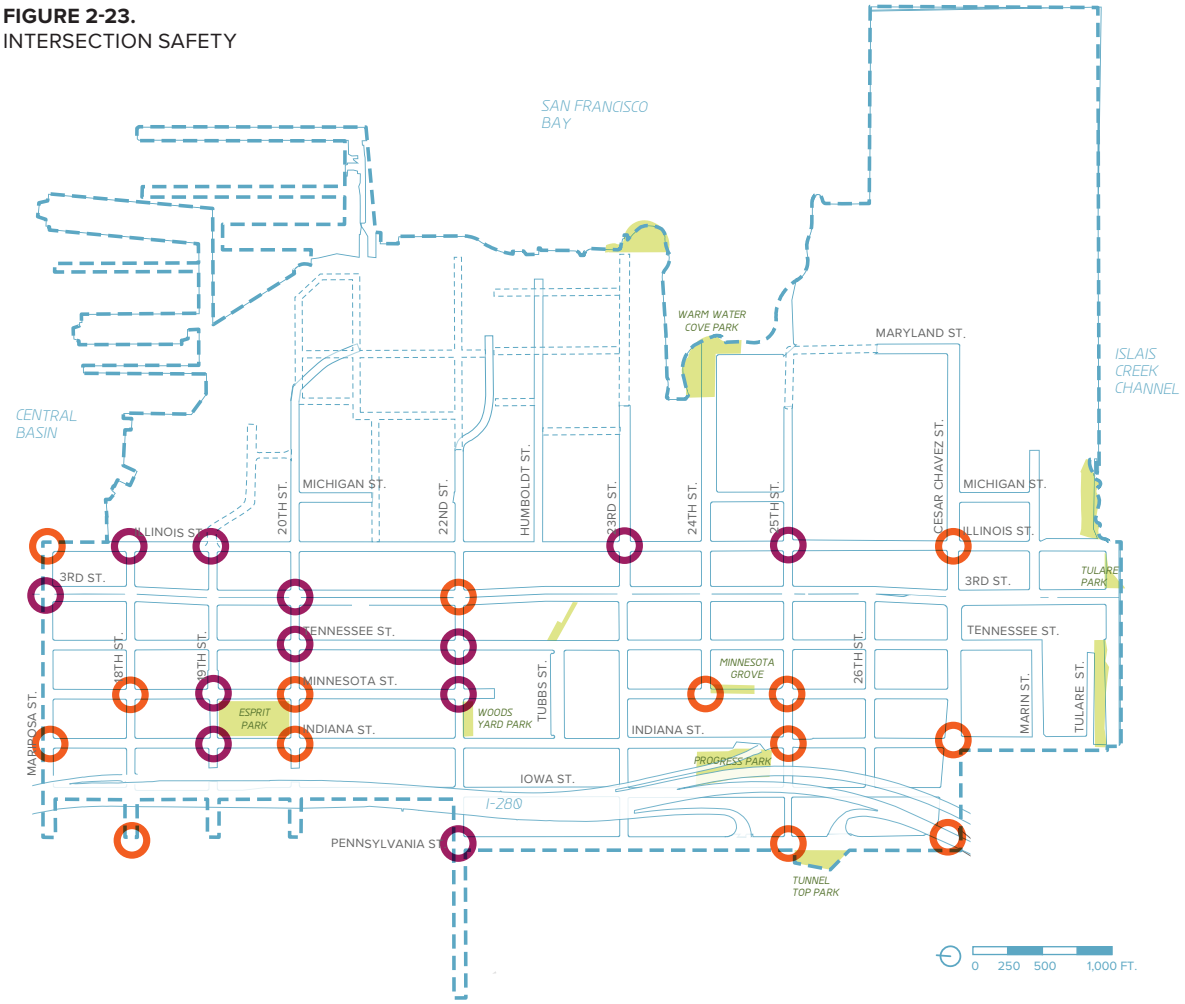
Dogpatch residents are more concerned about intersection safety than traffic volumes. Pedestrians can casually walk along an empty street most of the time because many streets have low traffic volumes. Concern arises when pedestrians are trying to cross an intersection, which involves speeding vehicles.

Many intersections around the highway and along arterial streets have been identified as “dangerous” by community members because vehicles coming off of I-280 often continue at full speed and need not stop at most of the intersections. Current intersection conditions create great anxiety for pedestrians.

Data shows that only a few intersections involved a small number of collisions between 2008 and 2012. However, this collision data does not necessarily mean these intersections are safe. Dogpatch had been a neighborhood with low pedestrian and bicycle volumes during that window of time. Consequently, the number of collisions in the past was lower than the rest of the city, which had a much higher volume of street users.

Due to the history of low vehicle volumes, most of the highlighted intersections lack any control for slowing or stopping traffic. In anticipation of future increase in traffic and pedestrian volumes, the city should closely monitor these 'intersections of concern' and take measures to slow vehicle speeds and shorten crossing distances. Please refer to Figure 3-27 and Figure 3-28 for maps of planned and proposed intersection treatments.

FIGURE 2-23.
INTERSECTION SAFETY



TRANSIT

Local and Regional Connectivity

The Dogpatch is served by both local and regional transit. The Muni Metro T Third Street line connects the Dogpatch to the Embarcadero and Downtown areas to the north; and the Bayview neighborhood to the south. The #22-Fillmore and #48-Quintara bus lines provide cross-town service, while the Caltrain Station on 22nd Street offers regional connections to both Mission Bay in the north, and to South Bay and Silicon Valley to the south.

The increasing number of workers and residents in the area and adjacent neighborhoods places greater demand for transit access to and from all parts of the city. SFMTA's The Central Subway Project, scheduled to open in 2019, will re-route the T-Third underground near the existing Caltrain Station in Mission Bay. This will greatly improve access to downtown by providing a direct, light rail link from Dogpatch to SoMa (South of Market), downtown, and to Chinatown. While there is no immediate plan to improve the cross-town bus service, more frequent bus service on those routes or a more dense bus network could be allocated to respond to increasing demand in the Central Waterfront and adjoining neighborhoods.

Daily Boardings and Alightings

Caltrain. The 22nd Street Station is one of the top 10 in the Caltrain system that experienced the greatest increase in ridership between 2015 and 2016. In 2016, the daily ridership at the 22nd Street Station was 1,715 passengers.

Muni Bus. Muni operates 83 bus and light rail routes in San Francisco; 4 percent of those routes service the Dogpatch neighborhood. The intersection of 3rd Street and 20th Street is the busiest bus stop in Dogpatch. In 2015, as many as 714 passengers boarded Bus #22 at this intersection. Proximity to the T Third Light Rail line may have contributed to the high ridership at this location.

Muni Rail. The Third Street Rail stations in Dogpatch will see increased demand as the neighborhood densifies and after the Central Subway Opens.



Photo Credit: Daniel Hoherd



Photo Credit: Thomas Hawk



Photo Credit: Sam Breach

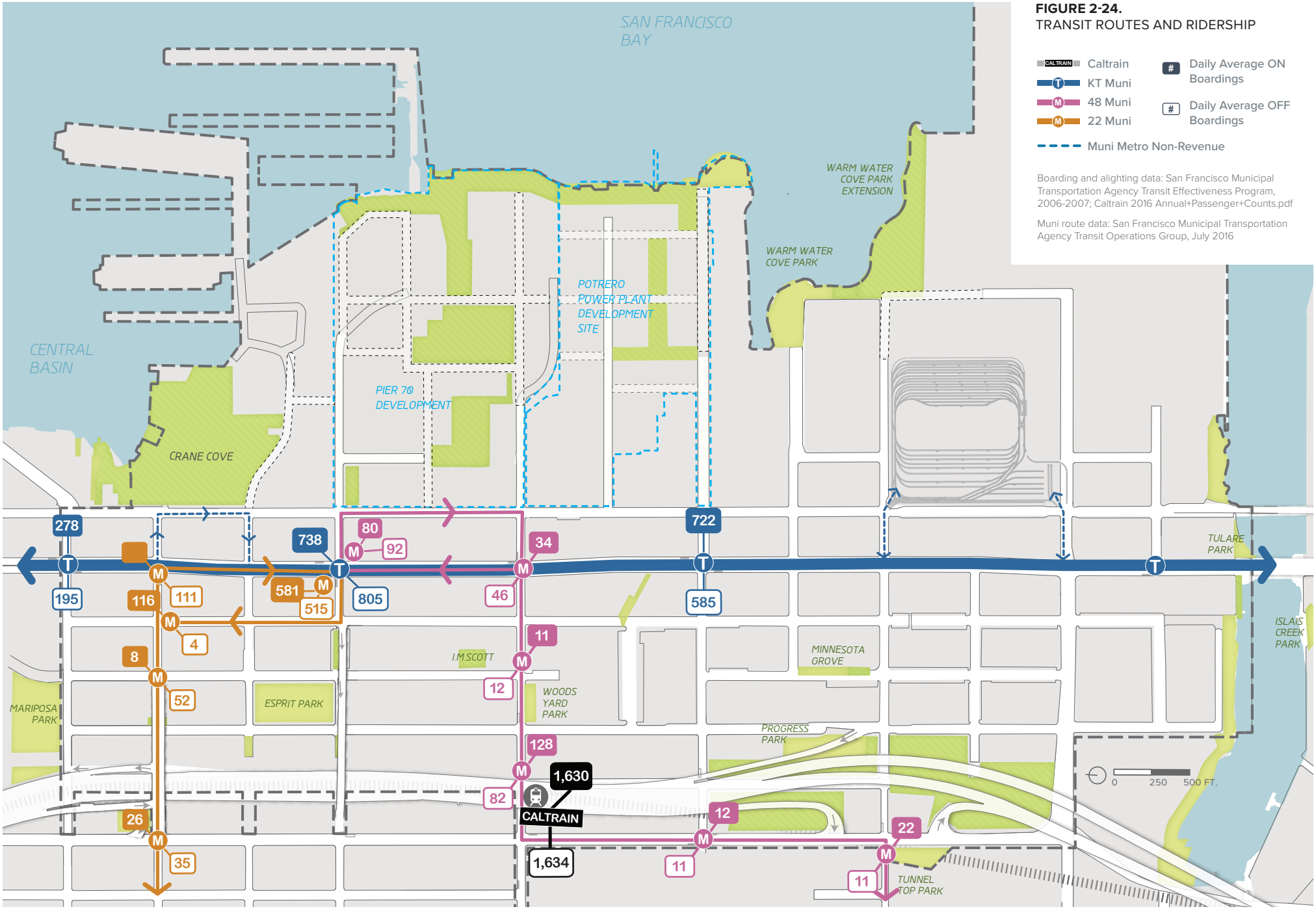


FIGURE 2-24.
TRANSIT ROUTES AND RIDERSHIP

- Caltrain
- KT Muni
- 48 Muni
- 22 Muni
- Daily Average ON Boardings
- Daily Average OFF Boardings
- Muni Metro Non-Revenue

Boarding and alighting data: San Francisco Municipal Transportation Agency Transit Effectiveness Program, 2006-2007; Caltrain 2016 Annual+Passenger+Counts.pdf

Muni route data: San Francisco Municipal Transportation Agency Transit Operations Group, July 2016

RAIL & TRANSIT INFRASTRUCTURE

Many streets in Dogpatch also served as major rail routes to support its function as a historic freight hub. After the industrial decline, Dogpatch's function shifted more heavily to transit infrastructure, containing several Muni bus and rail yards.

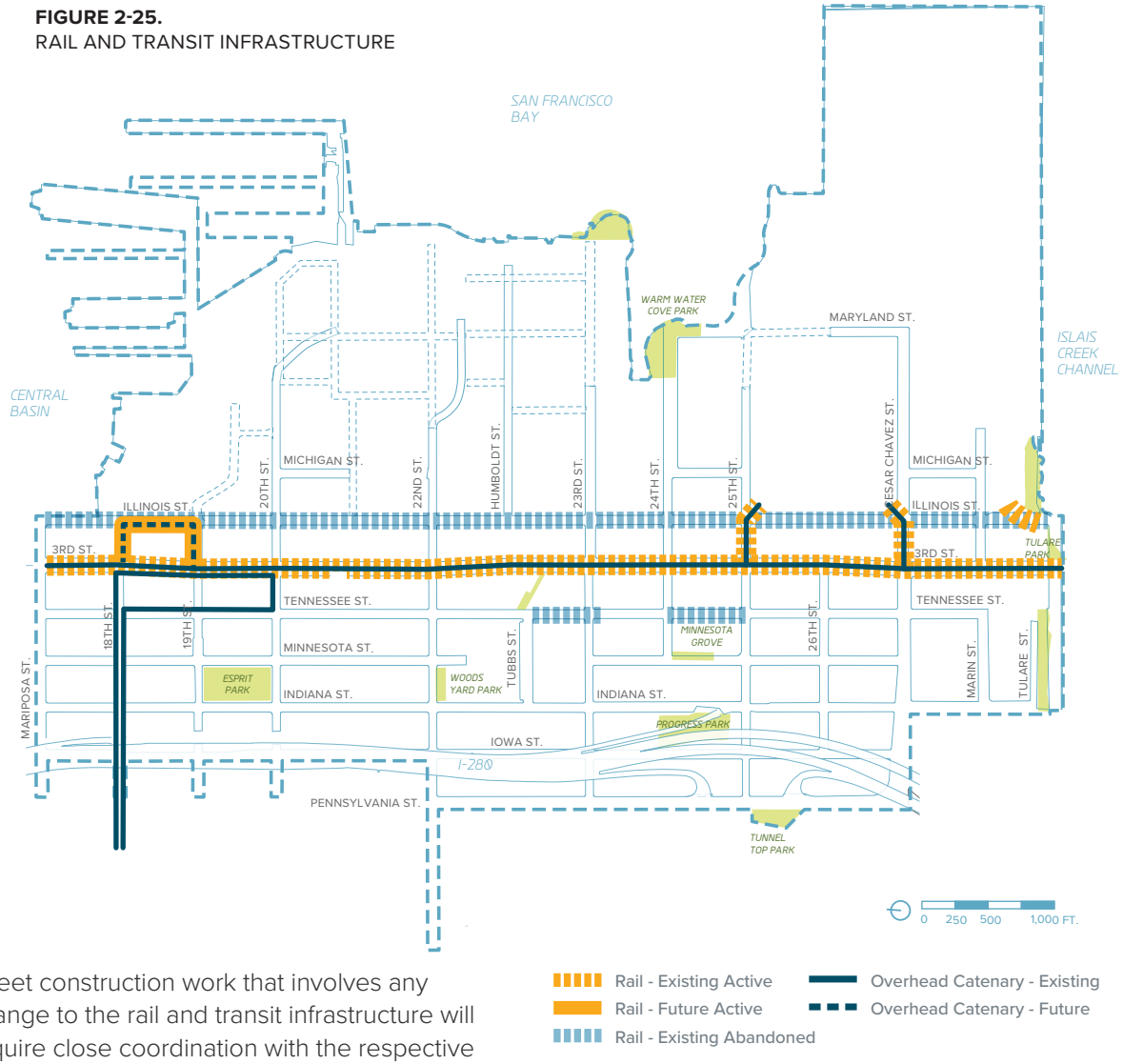
While the historic rail lines are no longer active, rail infrastructure is still present in the streets. Several parts of the freight rail network have been replaced with Muni light rail tracks, which have narrower flangeway gaps.

There are still fragments of inactive rail lines left in the streets. The abandoned rail lines, combined with crumbling asphalt and a lack of lighting, pose a great hazard for bicyclists. While Illinois Street is a designated bike route, cyclists can be discouraged from using it because it can mean constantly manoeuvering through the rail lines and large commercial trucks.

In addition to the rail tracks, many streets are equipped with an Overhead Catenary System (OCS), overhead electrical cables which power Muni's rubber-tired vehicles. The OCS infrastructure is more extensive in Dogpatch where Muni yards and shops are concentrated.

Any change to existing rail and transit infrastructure is costly as well as complicated due to overlapping jurisdictions and liability issues.

FIGURE 2-25.
RAIL AND TRANSIT INFRASTRUCTURE



Street construction work that involves any change to the rail and transit infrastructure will require close coordination with the respective agencies, as well as considerable time and cost.



3

COMPLETE STREETS

A PEDESTRIAN MASTER PLAN FOR THE CENTRAL WATERFRONT

This Public Realm Plan lays out a vision for Dogpatch streets and provides a conceptual design framework for a safer, more walkable neighborhood. The framework includes a set of recommendations based on the existing conditions analysis and community input received throughout the planning process. It is important to note that all suggested improvements will require further engineering and technical analysis by relevant City agencies including Public Works, SFMTA, and SF Port to determine feasibility and finalize designs.

KEY PEDESTRIAN ROUTES

Figure 3-26 designates Key Pedestrian Routes identified through the Public Realm Plan. Together these Routes form a network that connects residents and workers to transit, open spaces, and community institutions. It is consistent with the "Vision Map" in Chapter 1, as well as the Priority Streets for Capital Improvement" map in Chapter 5. The maps will guide the capital planning and implementation of streetscape projects in the Central Waterfront, and are an important element in transforming Dogpatch into a people-centred neighborhood with safe, attractive streets that connect residents, workers and visitors to local destinations.

Route designations are based on current and projected land uses in the Central Waterfront - Dogpatch; not zoning. The latter was established by the Eastern Neighborhoods rezoning adopted in 2008, and this Public Realm Plan does not propose to change any zoning.

There are a number of drivers, established in Chapter 2: Plan Area Context, which factored into the establishment of these pedestrian routes:

» Existing Residential Density

» Anticipated Development ('Pipeline')

» Connection to Existing & Future Open Spaces

» Connection to Community & Cultural Institutions

» Community Polling

» Transit Nodes & Intersections of Concern

Figure 3-29 shows a palette of traffic calming and street improvements and streetscape elements recommended for Dogpatch. Most of them are drawn from the San Francisco Better Streets Plan, which sets forth city-wide design guidelines for streets and recommends standard and optional street elements based on street types.

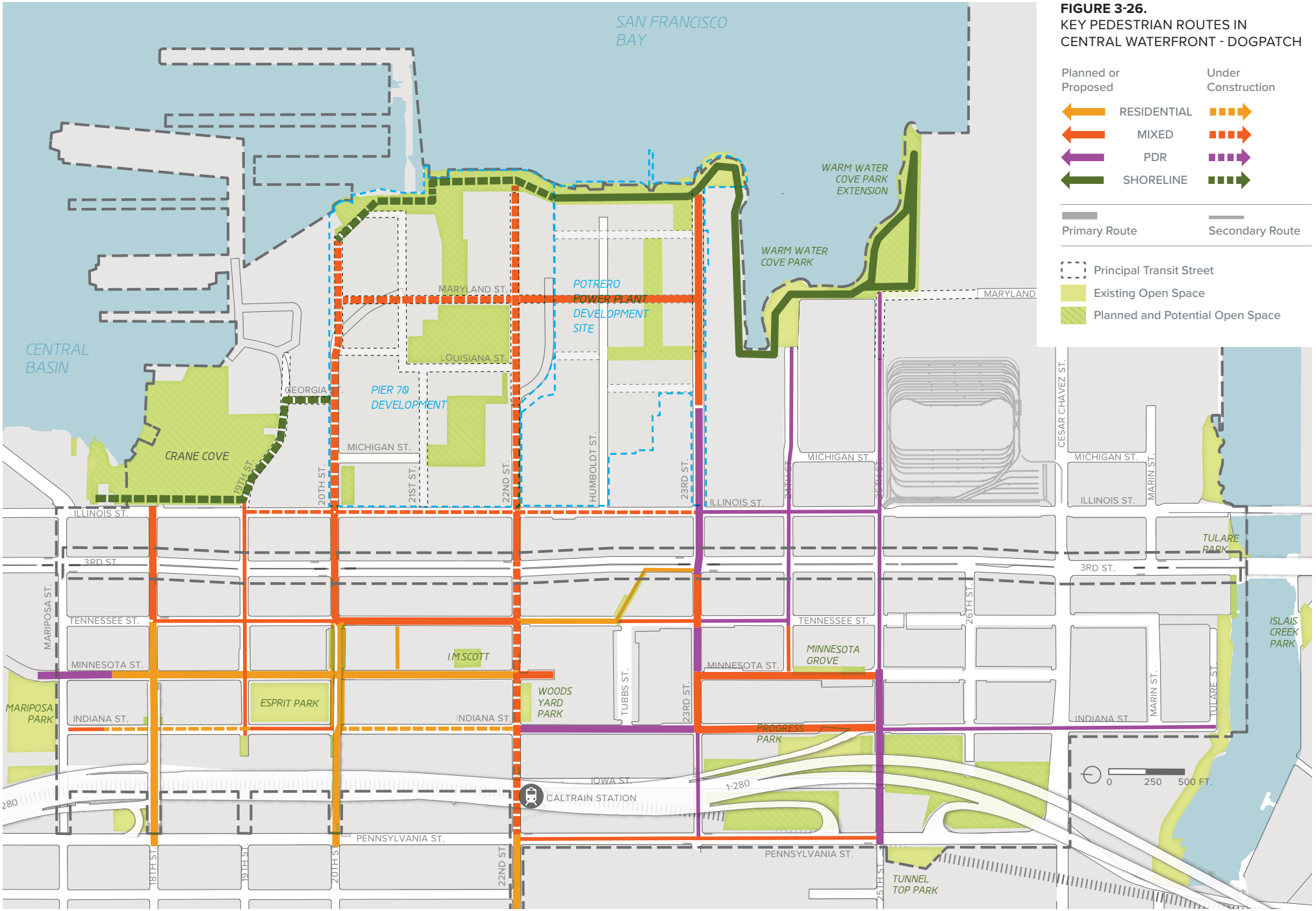


FIGURE 3-26.
KEY PEDESTRIAN ROUTES IN CENTRAL WATERFRONT - DOGPATCH

Planned or Proposed / Under Construction

- RESIDENTIAL
- MIXED
- PDR
- SHORELINE

Primary Route / Secondary Route

- Principal Transit Street
- Existing Open Space
- Planned and Potential Open Space

Residential & Open Space Development

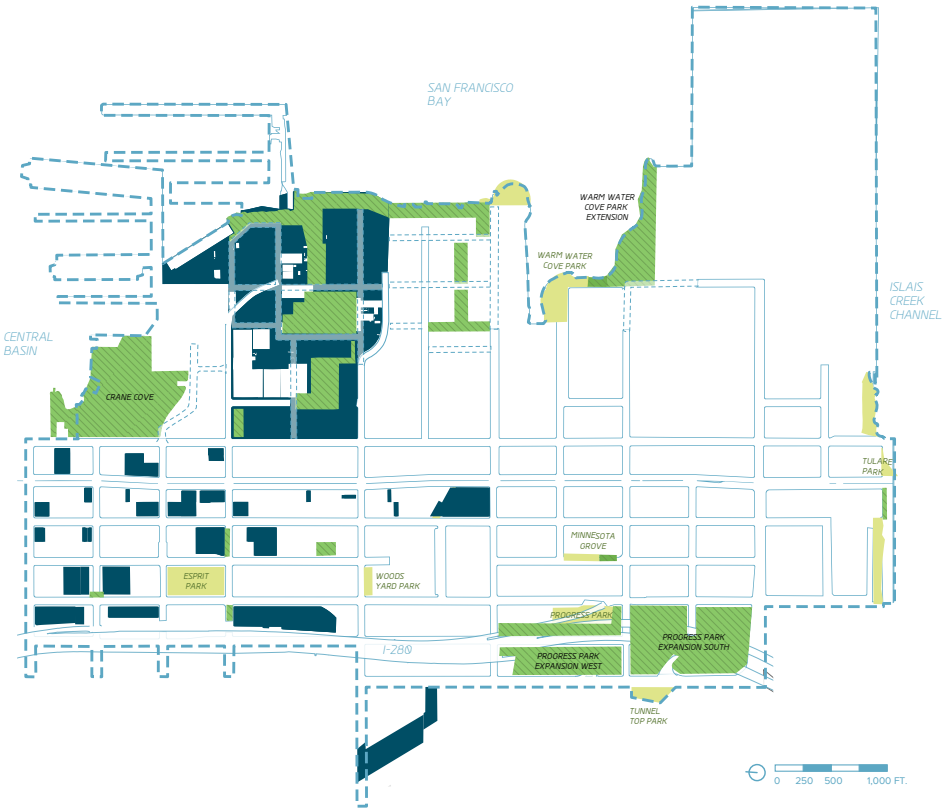
Current and anticipated residential development in the Central Waterfront - Dogpatch is centered heavily north of 22nd Street, with another cluster around 23rd Street.

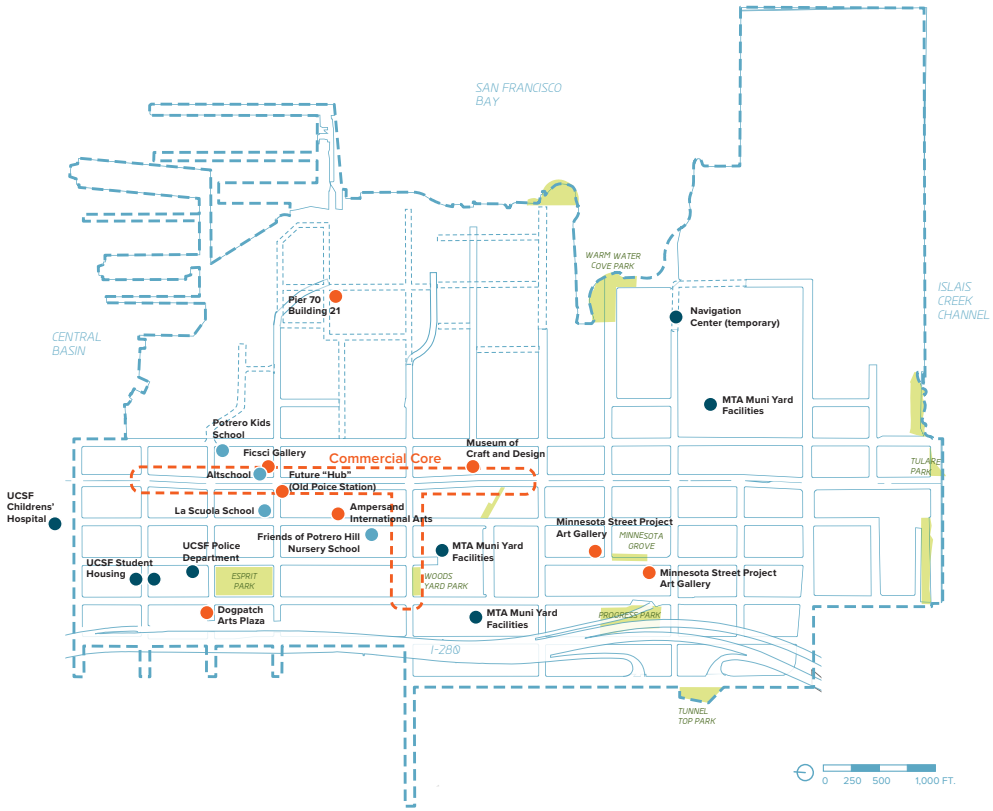
Planned and potential open spaces were also identified, forming a network not yet fully realized nor connected effectively by safe and comfortable pedestrian routes. For a more detailed narrative and map, see Figure 2-13.

Community & Cultural Institutions

Existing and emerging community and cultural organizations the Central Waterfront - Dogpatch are a key part of the neighborhood's identity. These commercial areas, galleries, museums, and educational institutions are both local and regional destinations. Unique craft production and fabrication facilities also draw visitors and employees.

Though these destinations are concentrated north or 22nd Street, more and more are becoming established in the southerly regions of Dogpatch. For a more detailed narrative and map, see Figure 2-17.





Intersections of Concern

Traffic injuries have been documented at a number of intersections in the Central Waterfront. A number of other intersections have also been identified by community members through the public engagement process as dangerous or difficult to cross.

Many of these Intersections of Concern are along routes connecting Dogpatch to adjacent neighborhoods or to major future open spaces, between transit nodes, or embedded in areas of increasing development. For a more detailed narrative and map, see Figure 2-23.

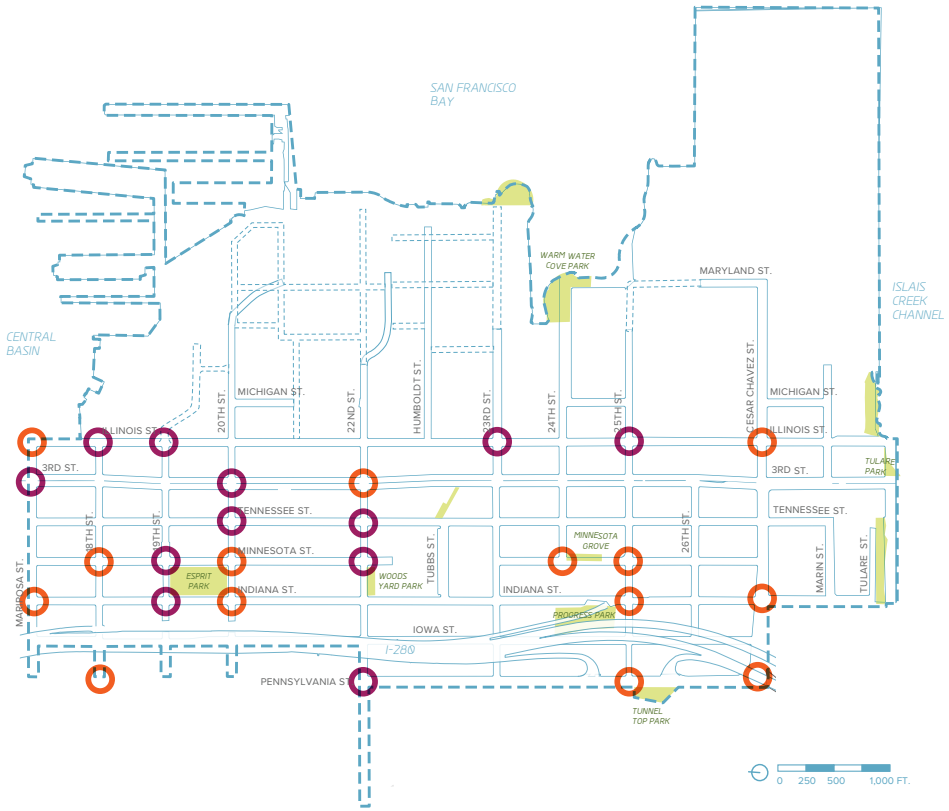
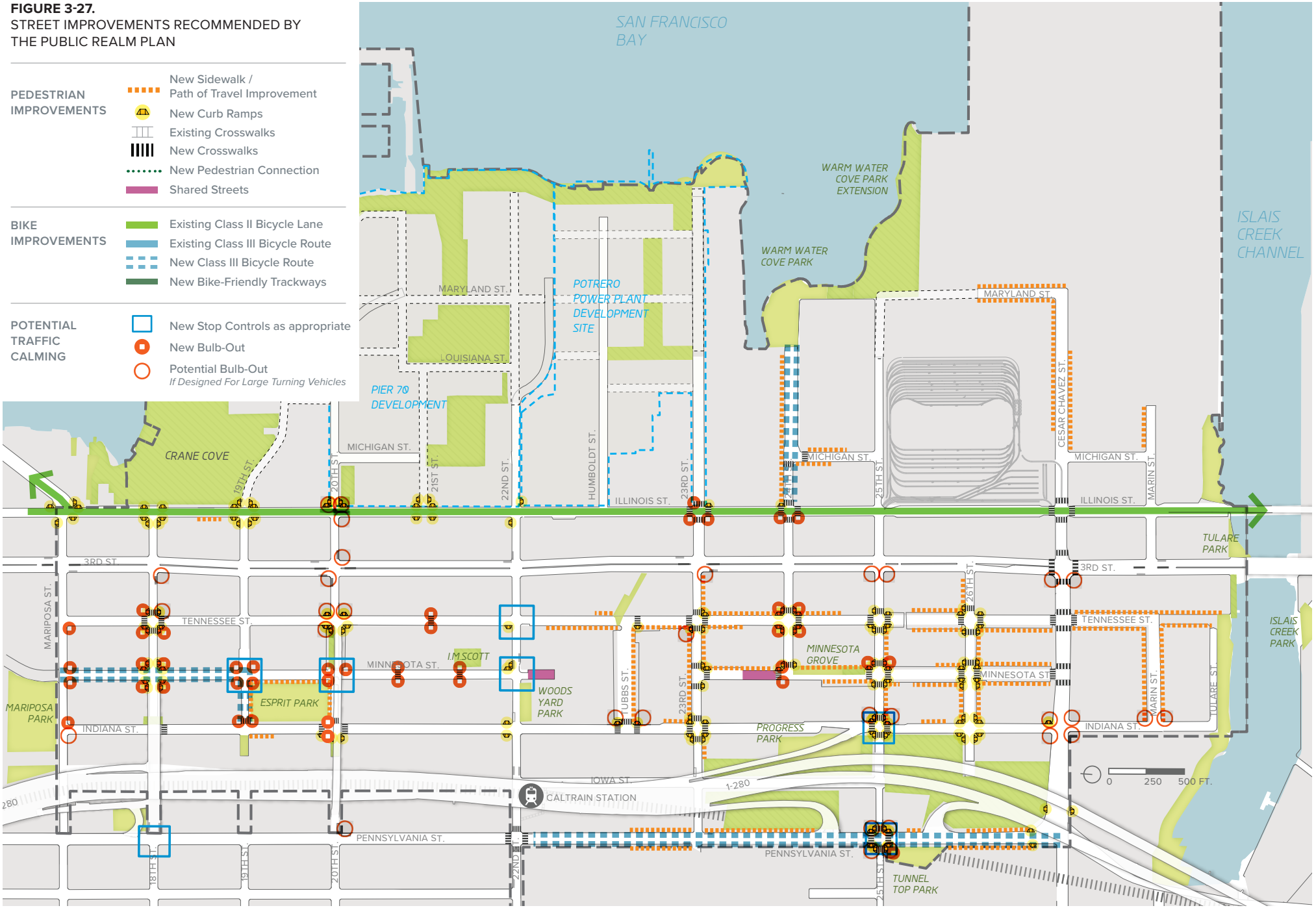


FIGURE 3-27.
STREET IMPROVEMENTS RECOMMENDED BY THE PUBLIC REALM PLAN



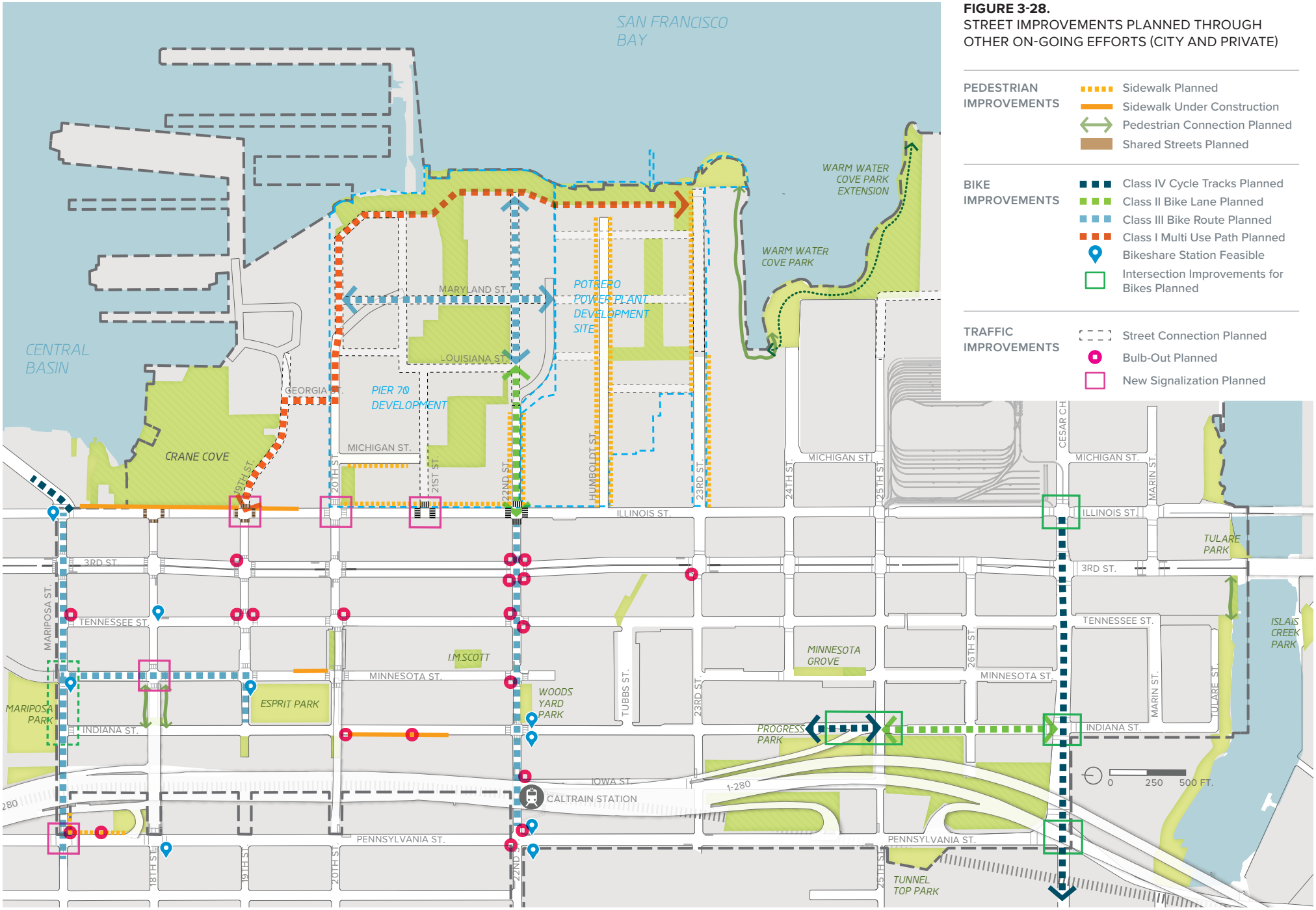


FIGURE 3-28.
STREET IMPROVEMENTS PLANNED THROUGH OTHER ON-GOING EFFORTS (CITY AND PRIVATE)

PEDESTRIAN IMPROVEMENTS
- Sidewalk Planned
- Sidewalk Under Construction
- Pedestrian Connection Planned
- Shared Streets Planned

BIKE IMPROVEMENTS
- Class IV Cycle Tracks Planned
- Class II Bike Lane Planned
- Class III Bike Route Planned
- Class I Multi Use Path Planned
- Bikeshare Station Feasible
- Intersection Improvements for Bikes Planned

TRAFFIC IMPROVEMENTS
- Street Connection Planned
- Bulb-Out Planned
- New Signalization Planned

RECOMMENDED IMPROVEMENTS

As the Public Realm Plan sets forth a long-term vision for creating a complete street network for Dogpatch, some of the recommended improvements are more conceptual than others. Figure 3-28 *Street Improvements Planned Through Other On-going Efforts (City and Private)* illustrates improvements that are being planned and implemented separately from this Public Realm Plan through private development agreements and other projects. While potential improvements identified by the Public Realm Plan are supported by the community and City agencies, the implementation and timing of the improvements will depend on various factors, including technical feasibility and funding availability. For some improvements, efficiencies may be identified through coordination with planned developments in the neighborhood. Some of the recommended improvements are long-term and will require a separate design and approval process. These improvements are categorized as 'potential' improvements.

» **Traffic calming** – As volumes of all transportation modes in Dogpatch grow with the neighborhood, streets and intersections should function safely and accommodate increasing demands. In particular, multiple key locations in the street network are highlighted in Figure 3-27 Street Improvements Recommended by the Public Realm Plan, where concerns for pedestrian and bicycle safety already exist today. Based on traffic engineering standards, these locations do not currently "warrant" – or justify – the installation of measures such as stop signs or signals. However as circulation patterns change in the future, these locations should receive particular focus for traffic calming improvements that could include measures such as traffic controls, safer pedestrian crossings, or day-lighting (the extension of red curb for improved visibility). Some examples of these types of measures as illustrated in Figure 3-29 Examples of Streetscape Improvements Recommended in Dogpatch. A combination of these measures should be carefully examined and analyzed by the SFMTA as the neighborhood continues to change. Factors to consider include incidents of collisions, high pedestrian volumes, transit routing and speeds, vehicle speeds and volumes, school zone locations, and elderly or disabled users. SFMTA will closely monitor the locations identified as an 'intersection of concern' and work with an interagency team to develop traffic calming strategies for the intersections.

» **Bulb-outs** – As part of the Better Streets Plan, bulb-outs are generally recommended at all corners of intersections where feasible. These increase visibility for both drivers and pedestrians, and they reduce crossing distance for pedestrians. At a conceptual level, bulbouts are recommended throughout Dogpatch, as streets are wide, and conflict zones are apparent at many intersections. Due to the industrial history of the neighborhood, along with the very active Muni Woods Facility and Yards, standard bulb-out design could interfere with the right-turn movement of large trucks or buses and would require additional turning analyses before implementation. Though all corner locations were initially studied, those highlighted as potential bulb-outs in Figure 3-27 were isolated as posing less conflict with bus operations, and their final design should be coordinated with SFMTA Transit Engineering. Examples of bulb-outs that have been successfully designed to allow bus right turns can be found at 18th and Castro Streets, and transit bulbs on McAllister and Fillmore Street.

Figure 3-28 illustrates 'planned improvements' already underway through existing public and private development projects. Figure 3-27 shows specific street improvements that are recommended by this Public Realm Plan. The implementation strategy for these improvements is detailed in Chapter 5 of this plan.

FIGURE 3-29. EXAMPLES OF STREETSCAPE IMPROVEMENTS RECOMMENDED FOR DOGPATCH

Intersection Traffic Calming

Bulbout (In 1 Direction)



High Visibility Crosswalk



Bulbout ('Bi-Directional')



Custom Crosswalk Treatment



Bulbout Designed for Transit

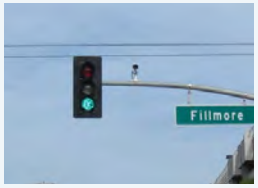


Raised Crosswalk



Intersection Control (Stop Sign/ Traffic Signal)





For more information about citywide street design standards, guidelines, and implementation strategies, see San Francisco Better Streets Plan at www.sfbetterstreets.org

For cost information on these improvements, please see Chapter 5: Recommendations for Implementation..

Street Traffic Calming

Stamped / Textured Asphalt



Mid-Block Crossing



Shared Street



Raised Crosswalk



Bicycle Facilities

Class II Bicycle Lane



Bicycle Corral/Bike Parking



Class III Bicycle Route



Bicycle Share Station



Class IV Cycletrack



Pedestrian Facilities

New Sidewalk



At-Grade Ped Path (Interim Solution)



Sidewalk Planting & Trees





Street Furnishing





Street Lighting



Pedestrian-Scale Lighting







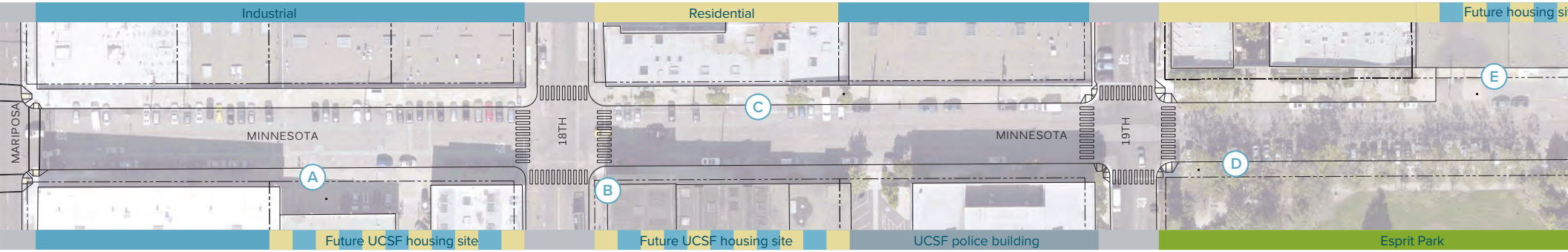
1 MINNESOTA NORTH

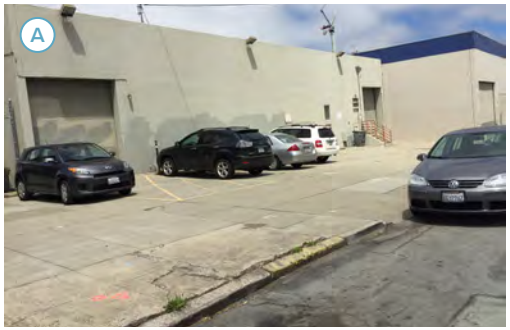
Design Context

The Minnesota North corridor changes its character from industrial to residential as it gets closer to the 22nd Street commercial corridor. The area south of 19th Street has been historically residential, most of which was erected between 1870 and 1930.

The area north of 19th Street is predominantly industrial in character but is slowly transforming into a more mixed-use neighborhood. For example, the building on the northwest corner of 19th Street and Minnesota Street was converted to the University of California (UC) Police Department Building from a heavy industrial warehouse, and two parcels adjacent to 18th Street are slated to become UCSF student housing.

The Central Waterfront Area Plan rezoned this area to Urban Mixed Use from M-2 (Heavy Industrial), so as to allow for additional residential, mixed-use development along this corridor. These land use changes are closely connected to streetscape changes as they encourage different types of street users. For instance, the UC Police Building project at 654 Minnesota Street added planting and











improved the sidewalk for pedestrians who would not have previously walked to the area when it was a light manufacturing facility. Similarly, the new student housing projects flanking 18th Street will introduce a more pedestrian-friendly streetscape to accommodate new street users associated with residential use, which would mostly include pedestrians and bicyclists.

Meanwhile, this corridor continues to serve existing industrial businesses. Except for the traditionally residential area between 22nd and 20th Streets, current streets are designed for industrial operations and commercial and transit vehicles, with the long curb cuts for driveways in the sidewalks. Many industrial building frontages have vehicle parking along the building line, leaving no space for pedestrians and lacking separation from vehicle traffic.

As the Minnesota North corridor evolves into a major pedestrian route, connecting key neighborhood destinations, including Mariposa Park, Esprit Park, 22nd Street's commercial stretch, and Woods Yard Park, major community concern has arisen over the issues of navigation and of safety due to a lack of intersection controls along the corridor. Most intersections along this corridor currently employ two-way stop controls, except for the Mariposa intersection, which is signalized.

The residential area between 22nd and 20th Streets has continuous sidewalks and street trees. Mature trees create great canopies and shade for pedestrians but often block roadway lights from illuminating the sidewalks at night. Residents have expressed concern, about dark sidewalks on Minnesota Street and throughout the plan area.

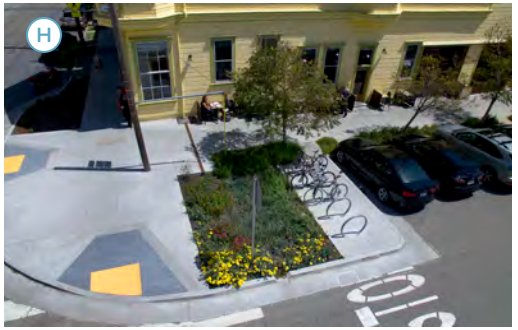
FIGURE 3-30. EXISTING CONDITIONS ON MINNESOTA STREET, NORTH NTS











RESIDENTIAL & COMMERCIAL: MINNESOTA NORTH PROPOSED IMPROVEMENTS



BETWEEN MARIPOSA AND 19TH

Currently, this section of Minnesota is predominantly industrial in character, but it will transition to a more mixed-use area after construction of the UCSF student housing projects flanking 18th Street. The project team sought input from UC and SFMTA on the following recommendations.

Given that there will still be active industrial businesses along the northern stretch of the street, new street designs must consider accommodating commercial vehicles while improving the bike and pedestrian environment.

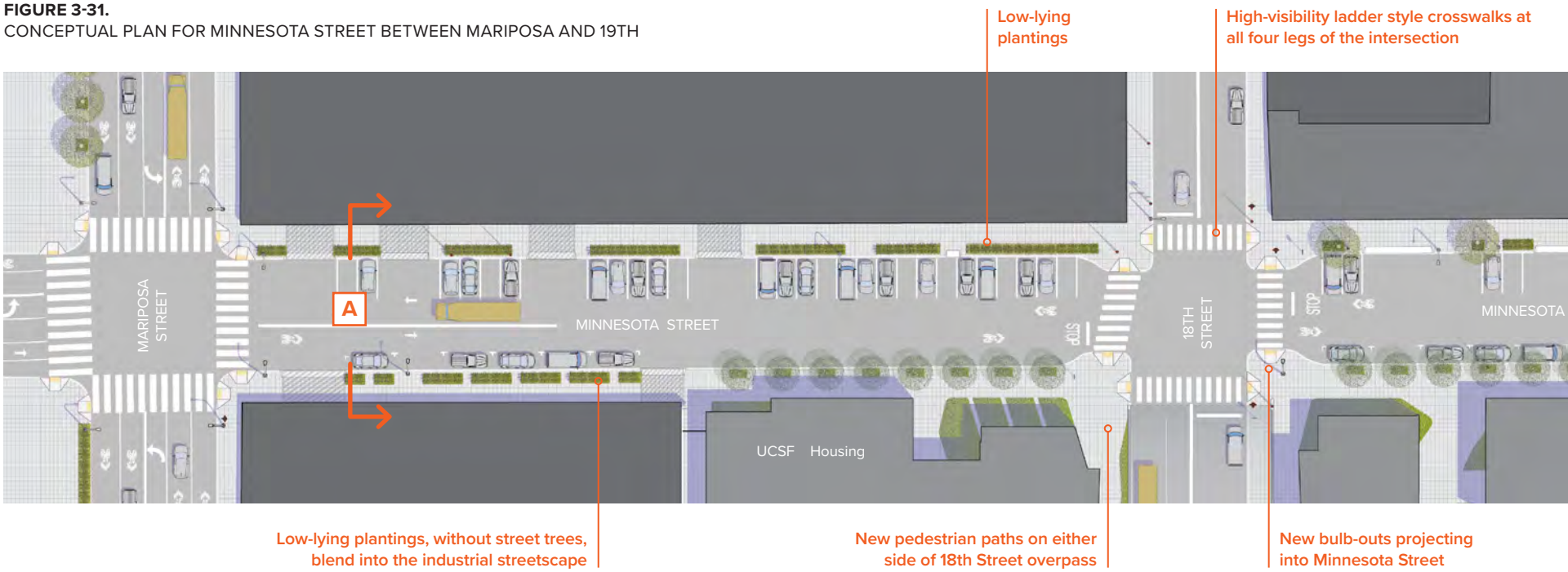
Recommended improvements:

» **Greening:** Planting strips are recommended along the sidewalks. To celebrate Dogpatch's unique character, the plan recommends understory planting with several seating elements that have an industrial look, such as concrete slabs or galvanized metal along non-residential frontages.

» **Bulb-outs:** Bulb-outs are recommended for all corners of intersections where feasible to reduce the crossing distance and increase visibility for pedestrians.

» **Bike facilities:** SFMTA is currently studying ways to improve bike safety along Minnesota Street. Until major improvement designs

FIGURE 3-31.
CONCEPTUAL PLAN FOR MINNESOTA STREET BETWEEN MARIPOSA AND 19TH



are developed, this plan recommends bike sharrow markings along Minnesota as an interim solution to support increasing bike volumes.

» **Pedestrian-scale lighting:** New streetscape improvements, especially along housing and retail uses, should integrate pedestrian-scale lighting. Lighting fixtures could be integrated into the building facade or in form of light poles or bollards along the curbside.

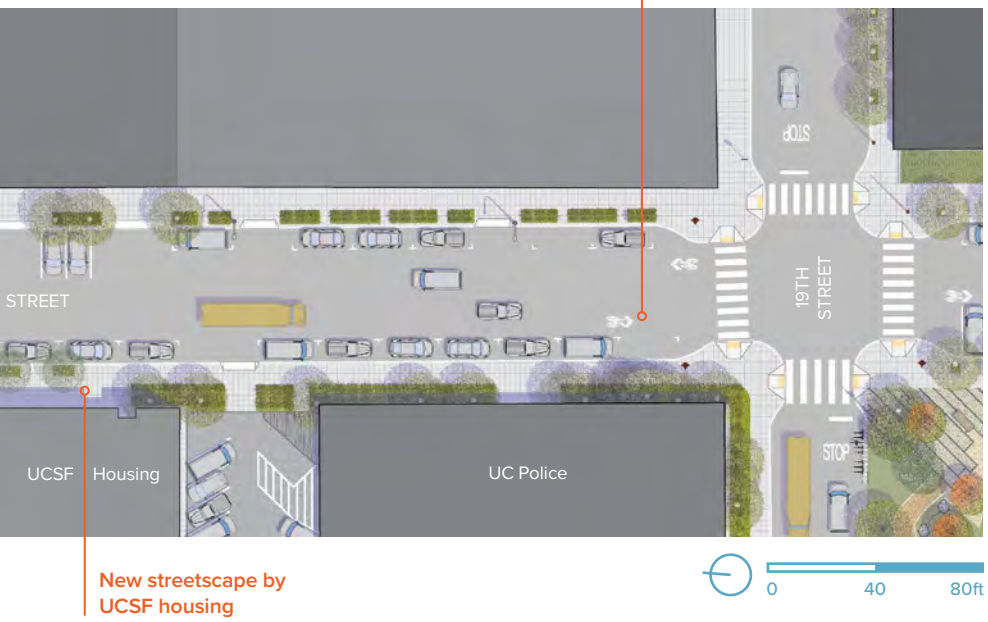
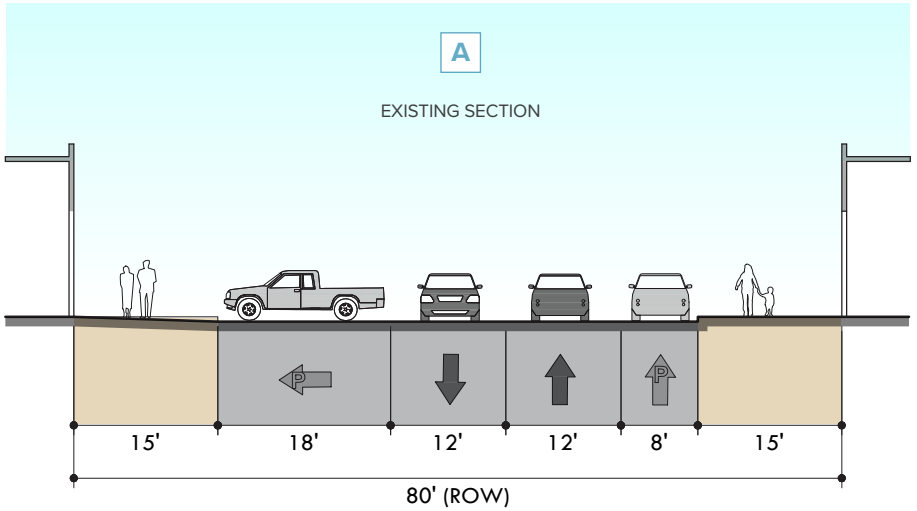
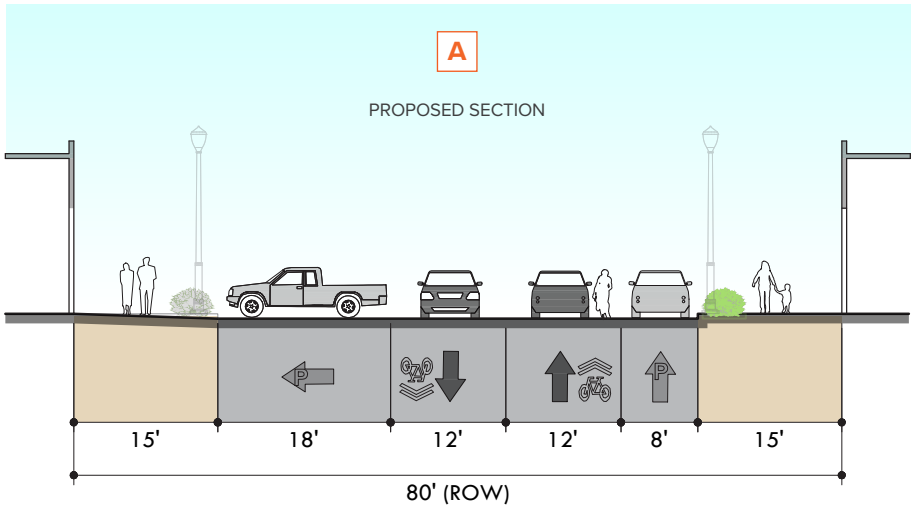


FIGURE 3-32. SECTION A: MINNESOTA STREET, NORTH (1"=20')







BETWEEN 19TH AND 20TH

This segment of Minnesota experiences heavy foot traffic because of Esprit Park and adjacent residential buildings. Many Dogpatch residents, employees, and visitors walk to the park, including children from nearby schools.

New residential development projects are coming to the area, and the need for better pedestrian and bicycle facilities continues to increase. Wider sidewalks, safer crossings, bulbouts, greening, and other traffic calming measures should be considered to improve safety and promote to promote walking and biking.

Street improvements along this segment of Minnesota should coordinate with the San Francisco Recreation and Parks Department's Esprit Park renovation project. See Chapter 4 of this plan for Esprit Park improvements.

Recommended improvements:

- Planting
- Bulb-outs
- Bike facilities
- Pedestrian-scale lighting
- Traffic calming & new public space under 20th Street overpass east of Minnesota (associated with new development)

FIGURE 3-33.
CONCEPTUAL PLAN FOR MINNESOTA STREET BETWEEN 19TH AND 20TH

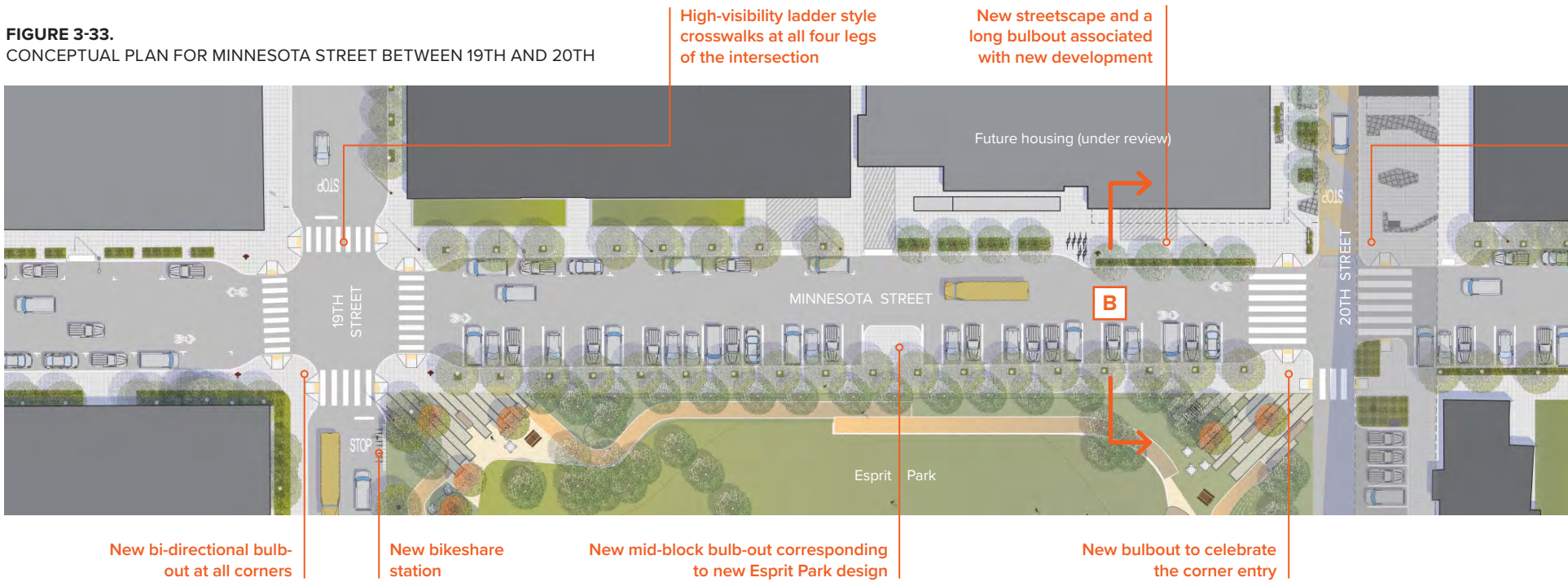
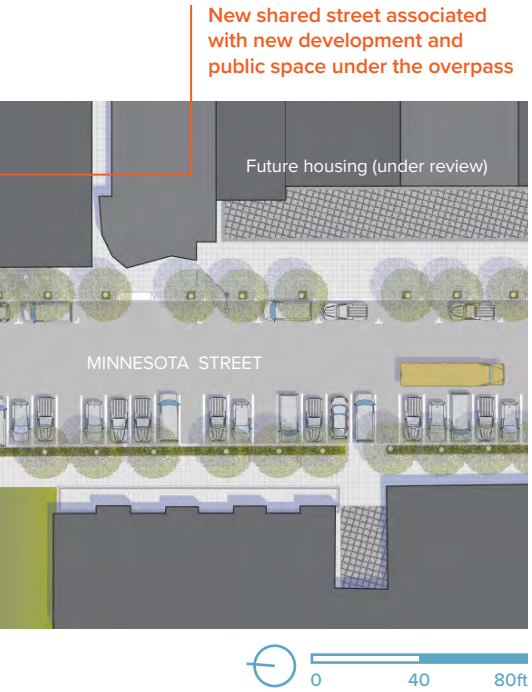
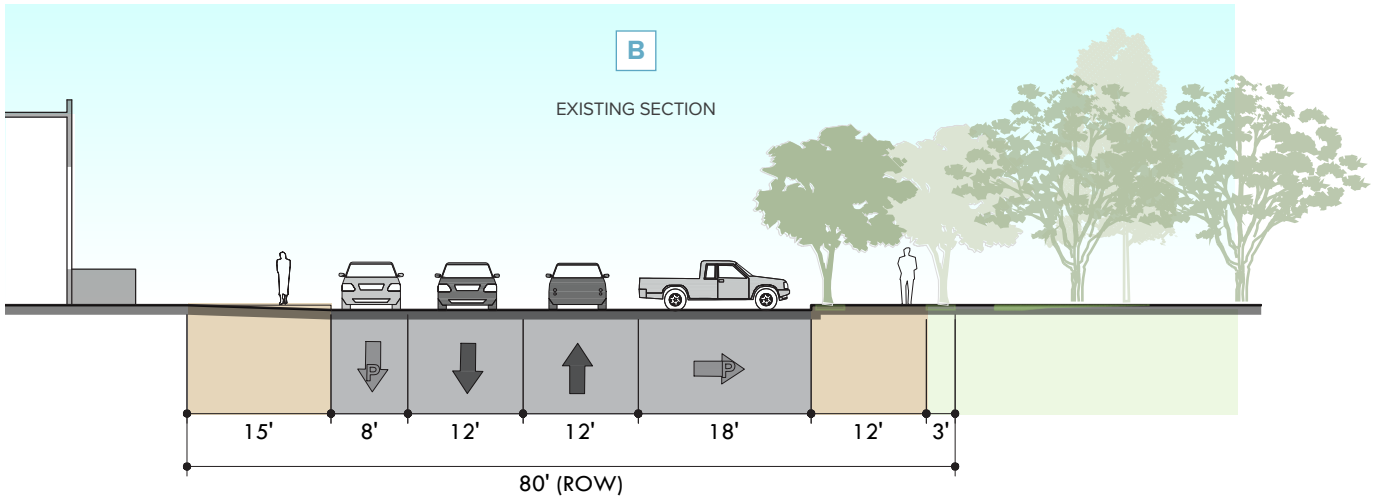
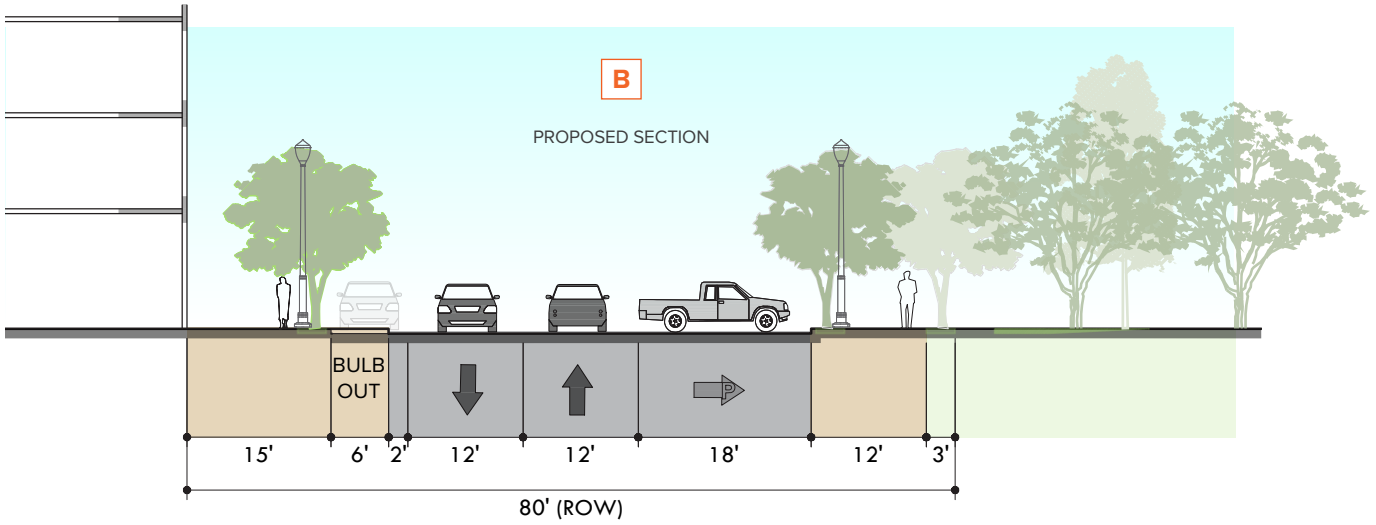


FIGURE 3-34. SECTION B: MINNESOTA STREET, NORTH (1"=20')









BETWEEN 20TH AND 22ND

This segment lies in the heart of the Dogpatch Historic District, with a grouping of historic residential properties and with continuous tree canopies and planting strips. A bulb-out and storm water retention were recently added to the southeast corner of Minnesota Street and 22nd Street.

While the existing sidewalk and trees provide a pleasant walking experience, the long block encourages unsafe mid-block pedestrian crossings. The Public Realm Plan recommends two mid-block crosswalks to create visible, safe crossing locations. The street slopes upward midway between 20th and 22nd Streets; and perpendicular parking impedes visibility. Two raised mid-block crosswalks are recommended flanking the peak to improve pedestrian visibility. One of the crosswalks should be aligned to the I.M. Scott School. The other crosswalk is recommended next to a new development site, which plans to create a mid-block passage connecting to Tennessee Street. Final locations will require more detailed analysis by the SFMTA.

Neighbors were also concerned that the street was not well-lit at night. Pedestrian lighting should be prioritized in this area.

Proposed improvements:

- Raised mid-block crossing
- Mid-block passage
- Planting
- Bulb-outs
- Pedestrian-scale lighting
- 'Shared Street' design south of 22nd Street

FIGURE 3-35.
CONCEPTUAL ILLUSTRATION FOR MINNESOTA STREET BETWEEN 20TH AND 22ND

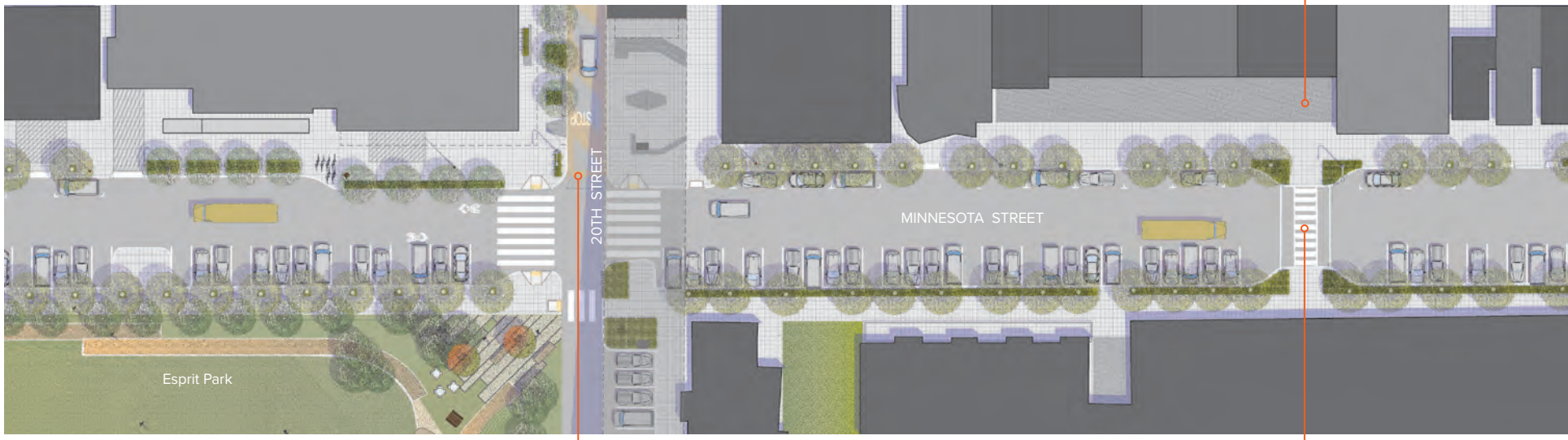
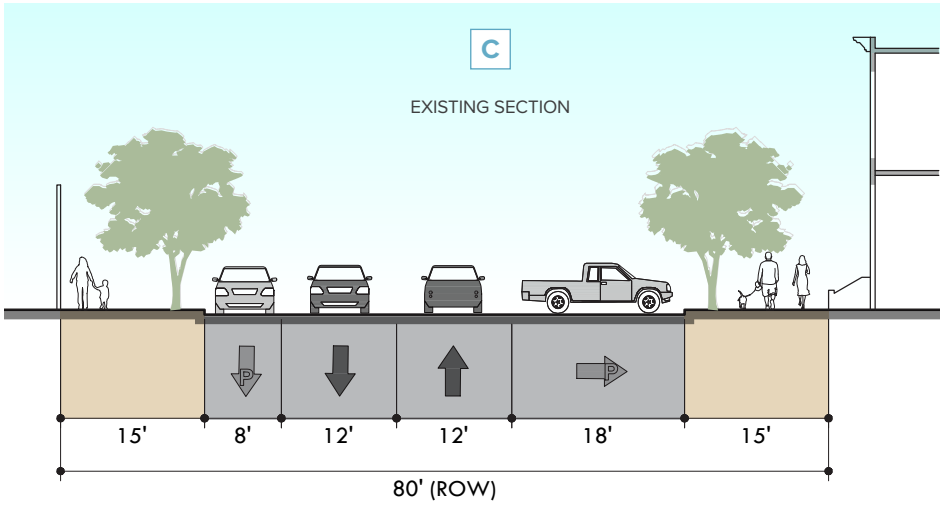
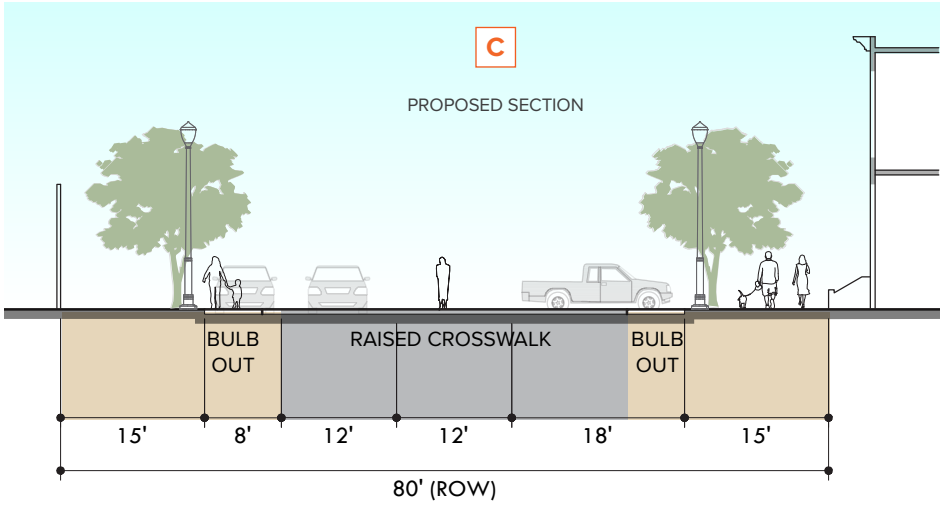
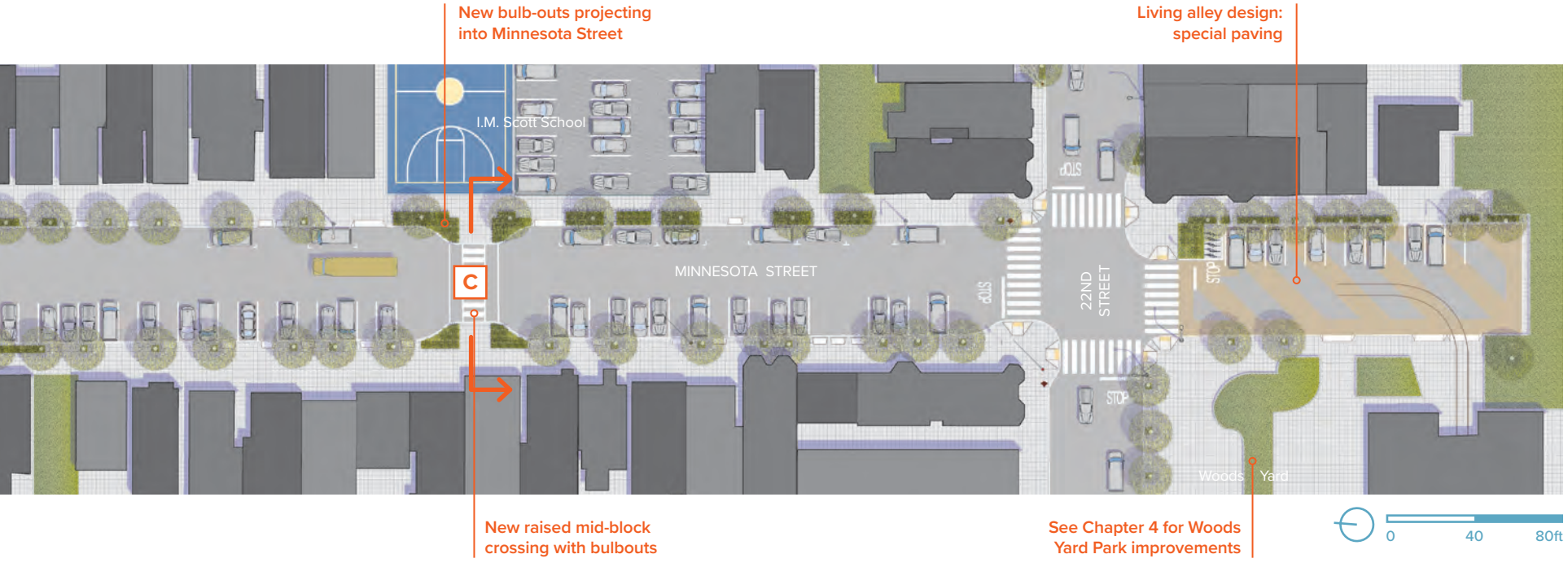


FIGURE 3-36. SECTION C: MINNESOTA STREET, NORTH (1"=20')









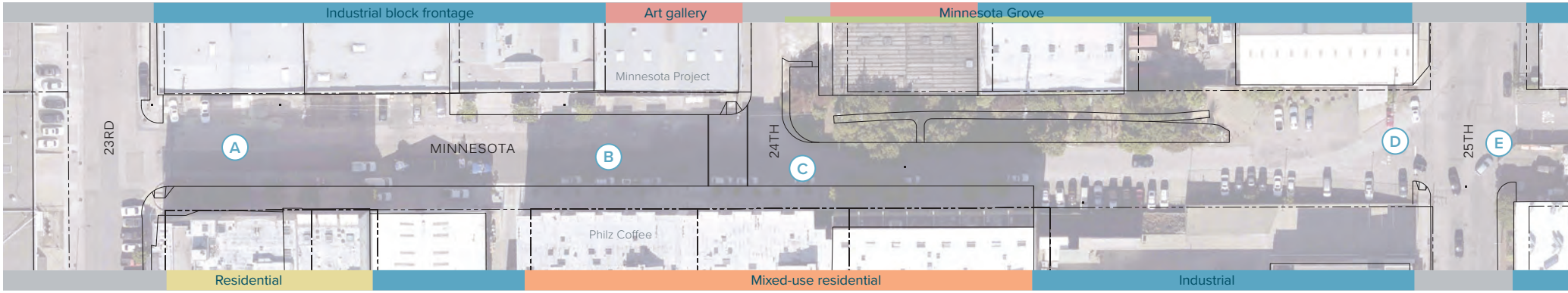
2 MINNESOTA SOUTH

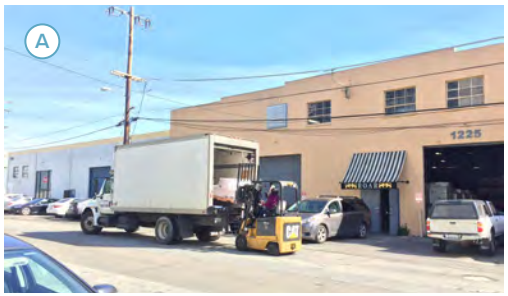
Design Context

The Minnesota south corridor changes character north and south of 25th Street.

The mix of uses in the area north of 25th Street is more dynamic than the area south of 25th Street. Although this area is zoned for PDR, patches of this corridor have been converted to mixed-use residential, commercial and institutional uses. This mosaic of uses resulted in a non-cohesive streetscape. Only certain building frontages, those that were redeveloped as non-industrial, have sidewalks and street trees. Pedestrians are forced to navigate their way into a traffic or parking lane as sidewalks are discontinuous and disappear in the middle of the block.

South of 25th Street, Minnesota Street is predominantly industrial, except for one residential building. Most of the public right-of-way is dedicated to vehicles in a manner consistent with the industrial heritage of the neighborhood where the building frontages are used as either loading docks or unregulated parking spaces.







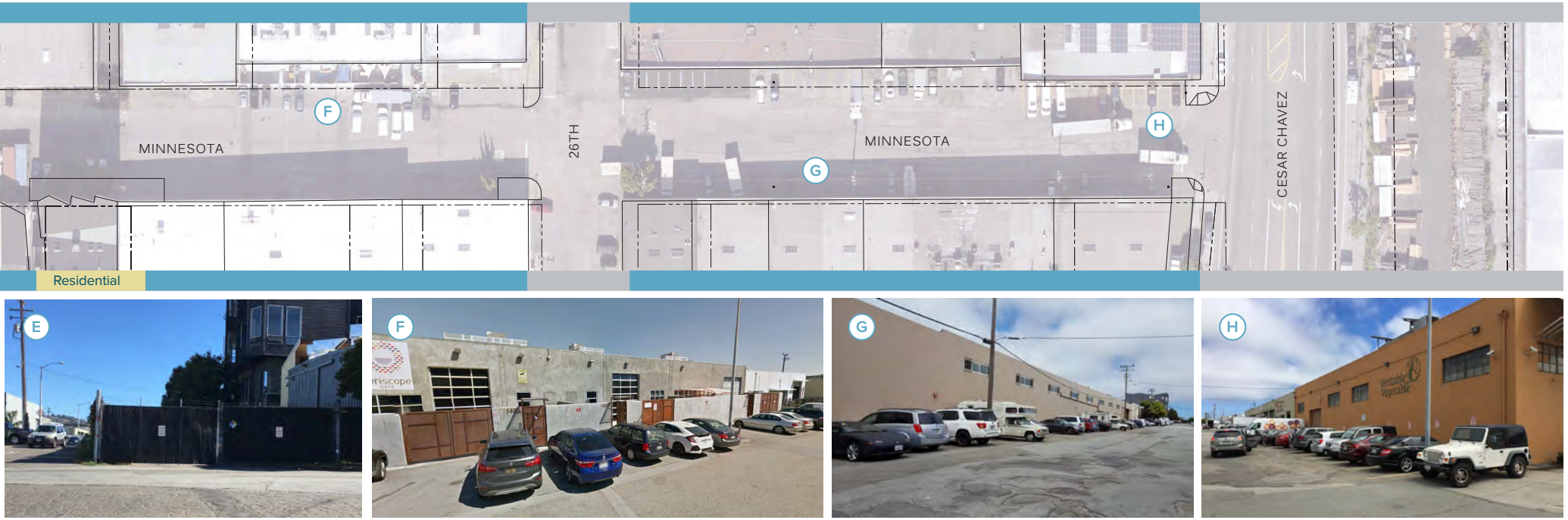




No pedestrian or bicycle facilities exist along the corridor south of 25th Street. The wide street currently carries low volumes of vehicles, and therefore does not prohibit pedestrians nor bicyclists from sharing the street with vehicles. However, uneven pavement and potholes, along with a lack of sidewalks and lighting for pedestrians make it uncomfortable to walk or bike down the street.

Given that this area serves a large number of active industrial uses and that low volumes of pedestrians come to this area, creating a complete set of pedestrian facilities along this stretch of the street may not be a priority. Nonetheless, quick interim design interventions, such as those shown in an upcoming section focusing on Minnesota between 25th Street and Cesar Chavez Street, could help serve the pedestrians passing through this section.

FIGURE 3-37. EXISTING CONDITIONS ON MINNESOTA STREET, SOUTH NTS



INDUSTRIAL & MIXED USE: MINNESOTA SOUTH PROPOSED IMPROVEMENTS



BETWEEN 23RD AND 25TH

This short stretch of Minnesota serves as a cultural and social hub for Dogpatch, with the Minnesota Street Project art galleries, Minnesota Grove, and Philz Coffee, clustering around 24th Street.

In contrast, the street itself is not configured for such active uses. At the intersection of 24th and Minnesota, a retaining wall for Minnesota Grove on the southeast corner, and the grade change from east to west, create serious visibility issues for motorists and pedestrians.

Minnesota Street between 24th and 25th Streets is an unaccepted street, meaning that the street has not been brought up to City standards. Minnesota Grove encroaches into the roadway, leaving less than 28 feet for both parallel parking and two-way traffic circulation.

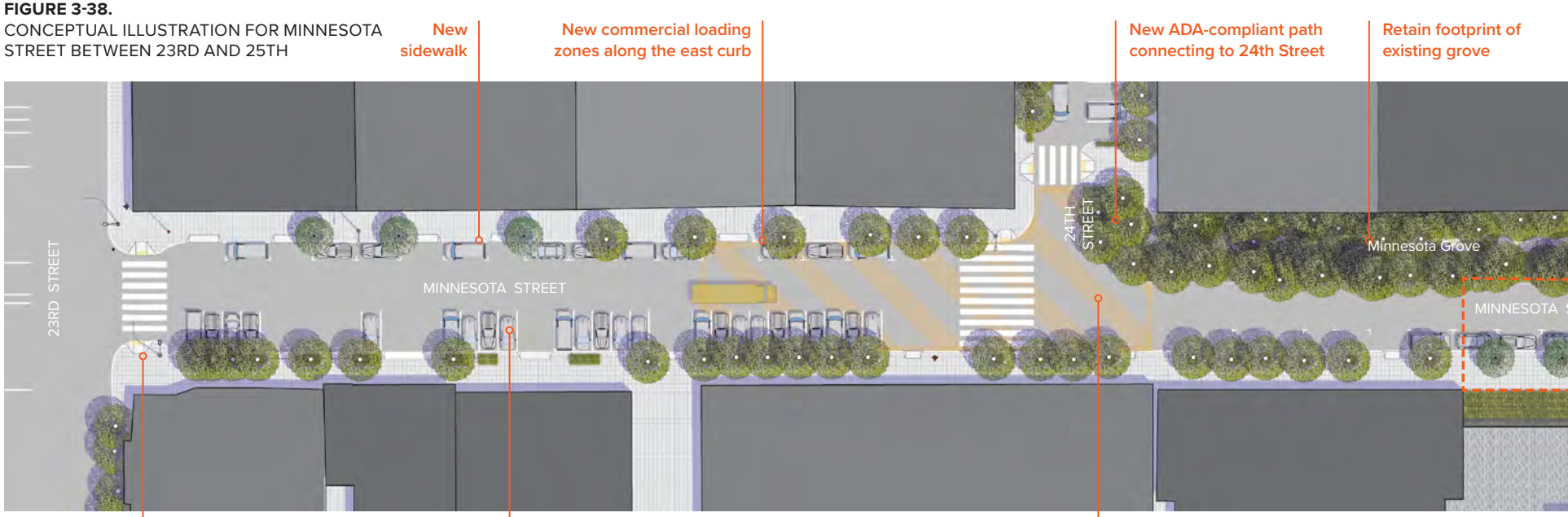
This type of irregular street configuration combined with unregulated parking invites unpredictable, hazardous driving and parking behaviors.

Recommended improvements:

» **SFMTA Parking Management Plan implementation:** reconfigure on-street parking and introduce parking meters and/or time limits as recommended by the Dogpatch Parking Management Plan. See Appendix C for most recent information.

» **Continuous Sidewalk:** A standard 15-foot sidewalk is recommended to fill in the gaps, particularly along the east side of the street north of 24th and along the west side of the street south of 24th.

FIGURE 3-38.
CONCEPTUAL ILLUSTRATION FOR MINNESOTA STREET BETWEEN 23RD AND 25TH



» **Special intersection treatment:** To heighten a sense of place and improve safety, special paving, traffic calming, and wayfinding signage are recommended for the 24th Street and Minnesota Street intersection. See Chapter 5 for examples of treatments.

» **Minnesota Grove extension:** Minnesota Grove should be extended to create a continuous pedestrian experience from 24th Street to 25th Street. See Appendix C for initial studies.

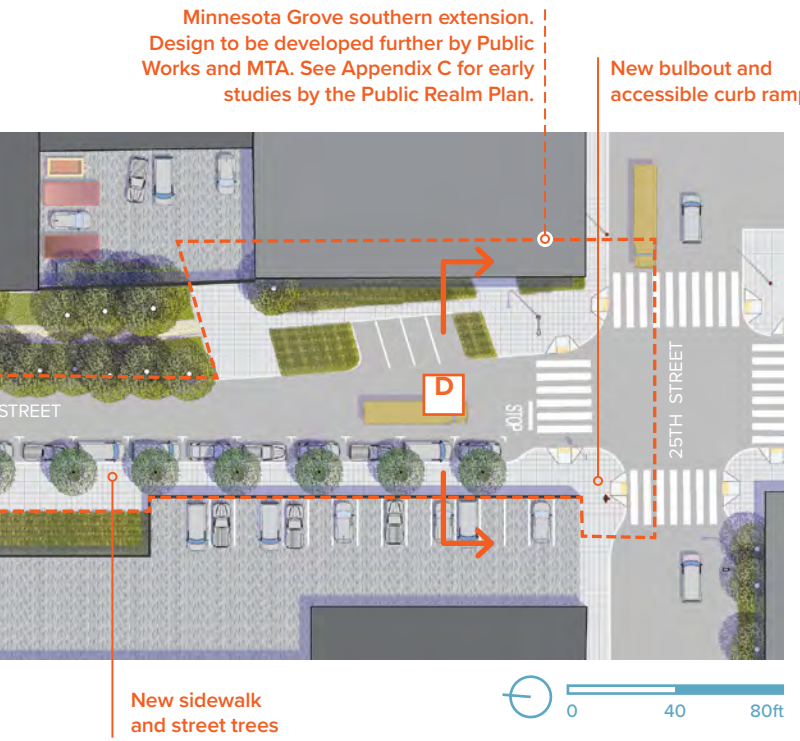
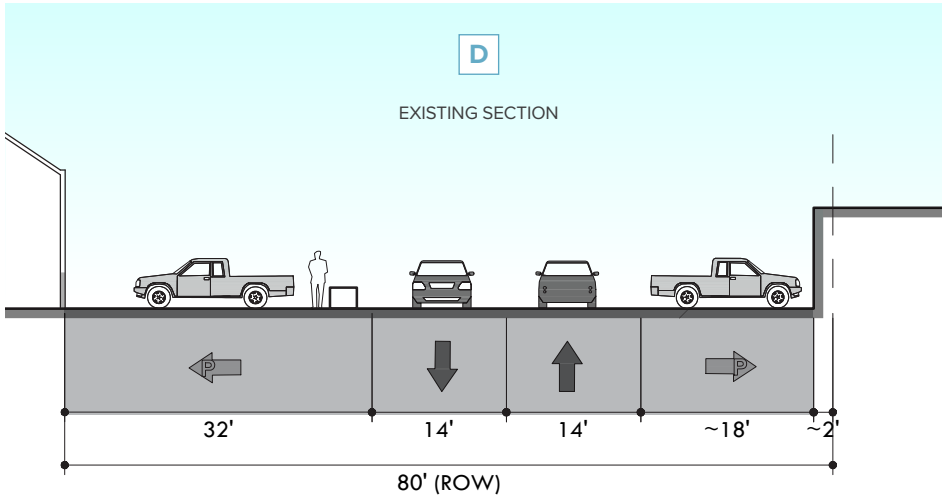
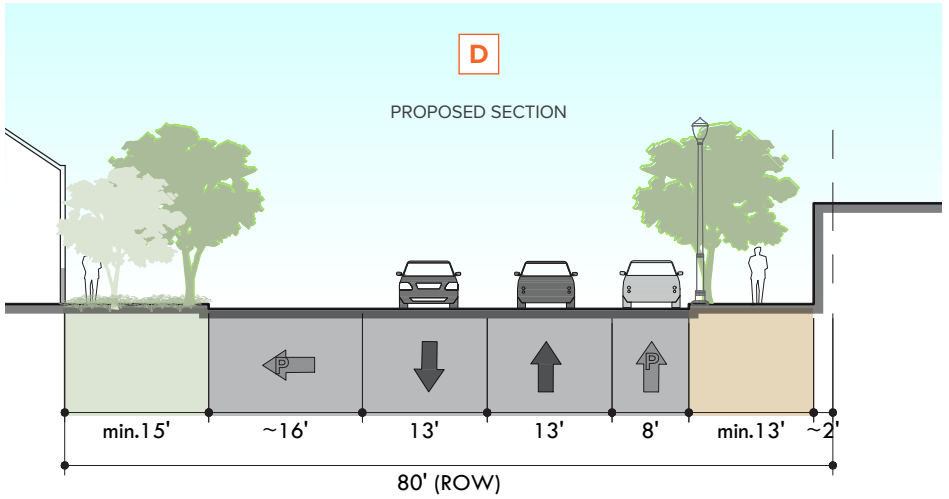


FIGURE 3-39. SECTION D: MINNESOTA STREET, SOUTH (1"=20')







BETWEEN 25TH AND CESAR CHAVEZ

This section exemplifies southern Dogpatch's core industrial district. The concepts presented below balance the needs of heavy trucks and loading function with the needs of low pedestrian volumes associated with workers and other passersby. Unless there are new development projects or City-initiated streetscape projects in southern Dogpatch, the current street configuration, without a sidewalk, is likely to remain the same. As an interim solution, at-grade painted or buffered pedestrian paths could greatly improve pedestrian safety and comfort, if feasible.

Recommended improvements:

» **At-grade buffered pedestrian paths (interim solution):** At-grade paths should be ADA compliant by including some measures to clearly demarcate pedestrian space from vehicle space. An example of this type of at-grade path can be found along Carolina Street between 16th and 17th Streets. These would require further ADA review.

» **Bulb-outs:** Bulb-outs are recommended at Minnesota/25th Streets. As an interim solution, painted bulb-outs or pedestrian safety zones can be utilized until capital improvements occur.

» **Planting/ sidewalk gardens:** Industrial streets should use property line planting where trees are not possible adjacent to the curb. Small sidewalk gardens can be incorporated to fulfil the need for public spaces as a place for workers to take breaks.

FIGURE 3-40.
CONCEPTUAL ILLUSTRATION FOR MINNESOTA STREET BETWEEN 25TH AND CESAR CHAVEZ

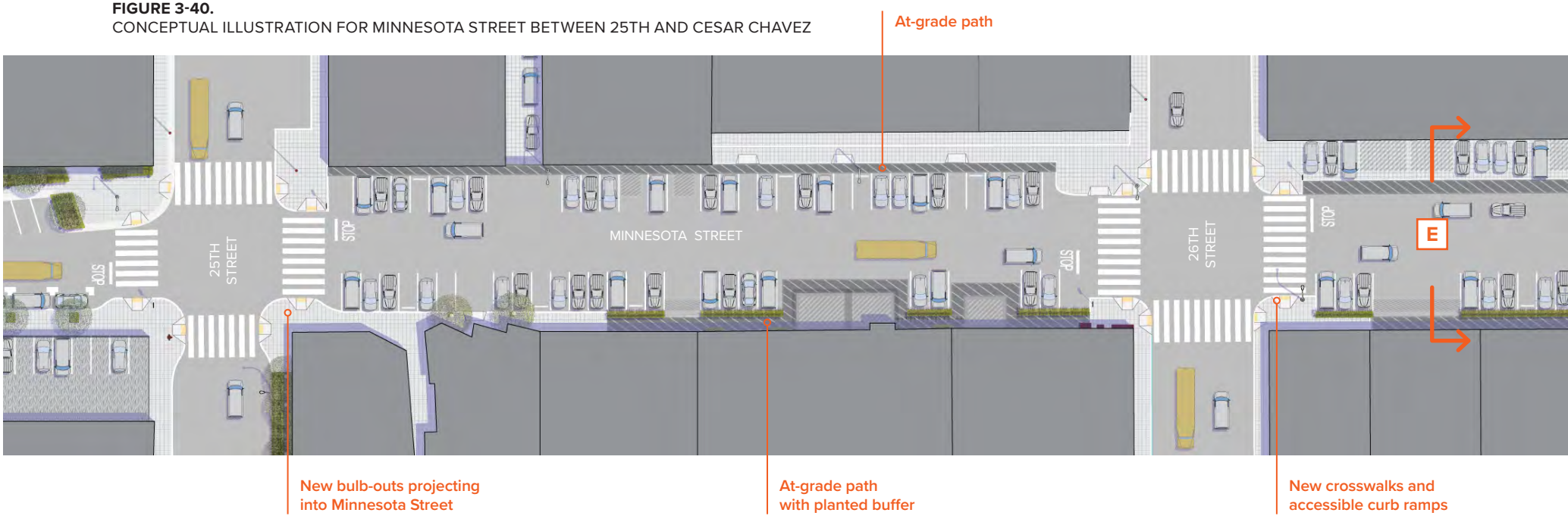


FIGURE 3-42.
BUFFERED PEDESTRIAN PATH ON CAROLINA STREET AT 16TH STREET

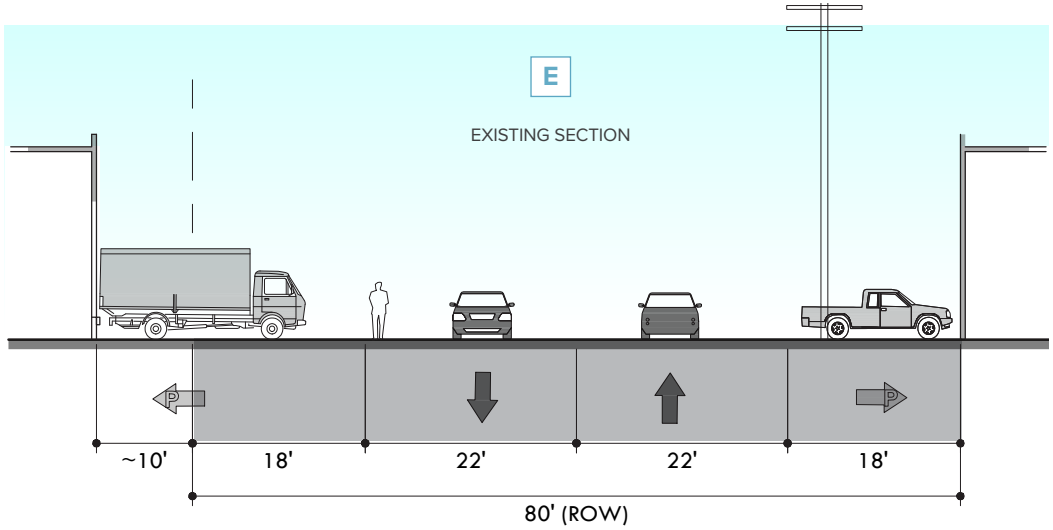


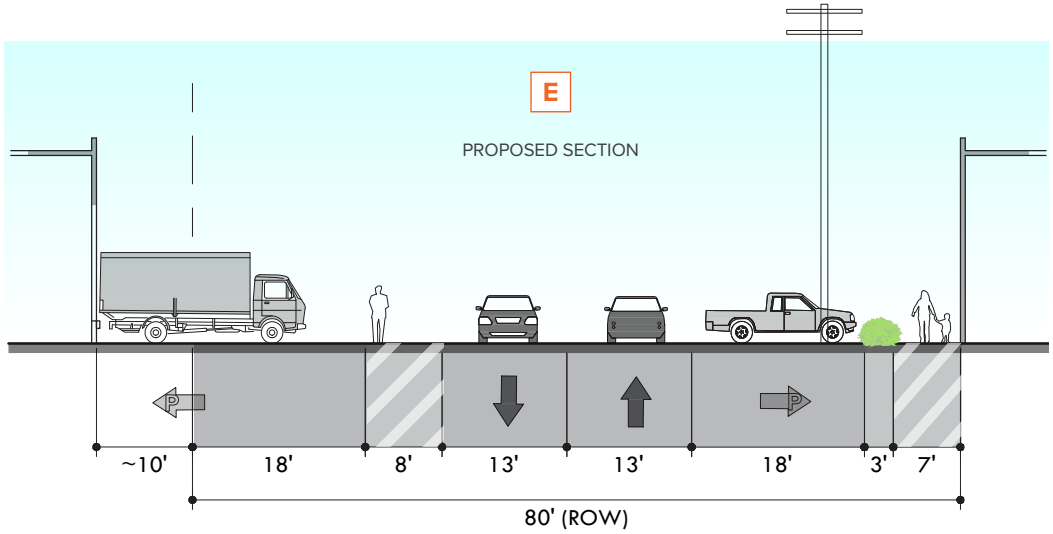
FIGURE 3-43.
INTERIM PEDESTRIAN PATH ON TENNESEE STREET AT 23RD STREET





FIGURE 3-41. SECTION E: MINNESOTA STREET, SOUTH (1"=20')







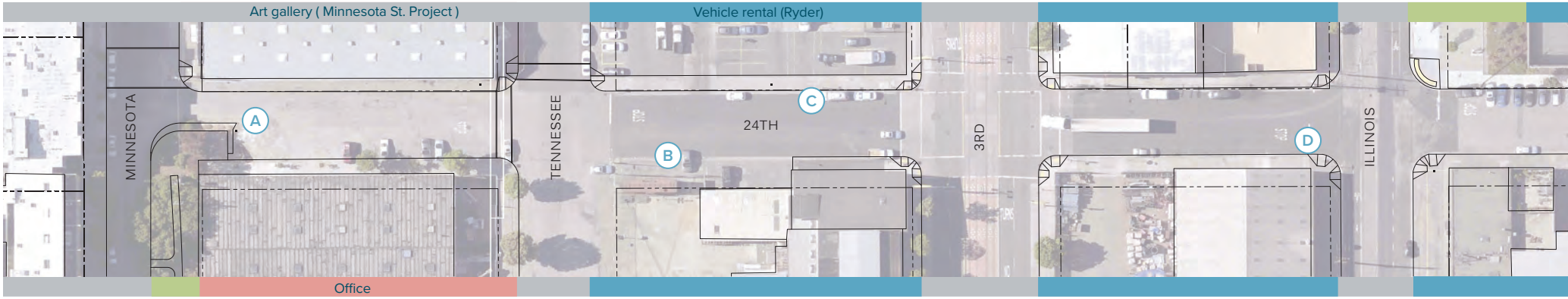
3 24TH STREET

Design Context

24th Street is currently the only west-east connection in Dogpatch that provides access all the way to the shoreline. Though Crane Cove Park, Pier 70 parks, and Potrero Power Plant site parks will provide access to the shore, 24th Street will continue to be the main access to Warm Water Cove.

24th Street is not included in San Francisco's formal bicycle network. The sidewalk is intermittent west of 3rd Street, encouraging perpendicular parking up to the property line and disrupting a safe pedestrian path of travel. There is little landscaping nor trees to provide shade or visual interest for pedestrians. At night, lack of pedestrian-scale lighting discourages walking.

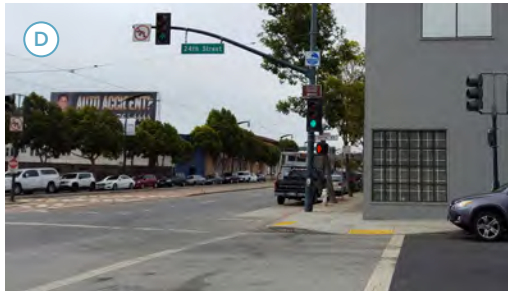
24th Street east of Illinois has similar issues as the westerly portion. The eastern half of 24th Street is Port of San Francisco jurisdiction; and is the last stretch of Green Connection #6.











The Green Connections network, adopted in 2014, aims to improve bike and pedestrian connections to green open spaces. While the northern side of 24th Street provides a continuous path for pedestrians to Warm Water Cove Park, blank retaining walls, lack of eyes on the street, and a narrow sidewalk interrupted by overhangs of cars parked perpendicular to the sidewalk foster an uncomfortable walking environment. The southern side of the street borders Sheedy's industrial facade, which is punctuated with loading doors and fences.

This area is expected to remain as an industrial core for the city, so it is unlikely that a new development would reconstruct sidewalks or streetscape in the near future. For industrial streets like 24th Street, some simple design features can greatly improve the pedestrian realm while preserving industrial operations.

FIGURE 3-44. EXISTING CONDITIONS ON 24TH STREET NTS











INDUSTRIAL: 24TH STREET PROPOSED IMPROVEMENTS

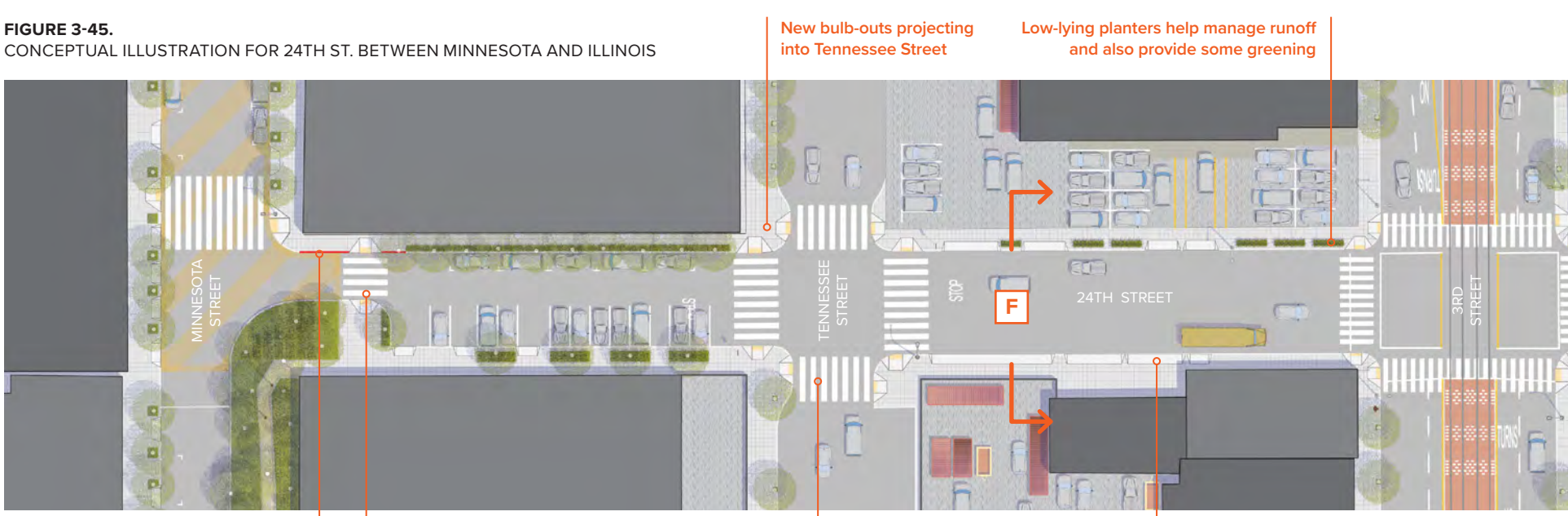


BETWEEN MINNESOTA AND ILLINOIS

The segment of 24th Street between Minnesota and Tennessee Streets sits on a very challenging topography. The street slopes down as it approaches Minnesota, and becomes narrower as the retaining wall of Minnesota Grove encroaches into the street. The plan recommends daylighting the intersection - establishing red curbs at the street corner - to improve drivers' sight lines. See Figure 3-38 in the Minnesota South Section for more discussion about the intersection improvements.

24th Street between Tennessee and Illinois Street is highly industrial in terms of adjacent land uses, and the concept plan retains wide driveways servicing these properties. Some basic streetscape features, such as contiguous sidewalks, low-level landscaping, and pedestrian-scale lighting can add visual interest and comfort to pedestrians walking from Minnesota Grove to Warm Water Cove.

FIGURE 3-45.
CONCEPTUAL ILLUSTRATION FOR 24TH ST. BETWEEN MINNESOTA AND ILLINOIS



Recommended improvements:

- Bulb-outs and crosswalks
- Street trees and planting
- Vacate unused curb cuts
- Pedestrian-scale lighting
- 24th/Minnesota intersection: Daylight the intersection for better visibility. For improvements along Minnesota Street, see Figure 3-38 in the Minnesota South Section

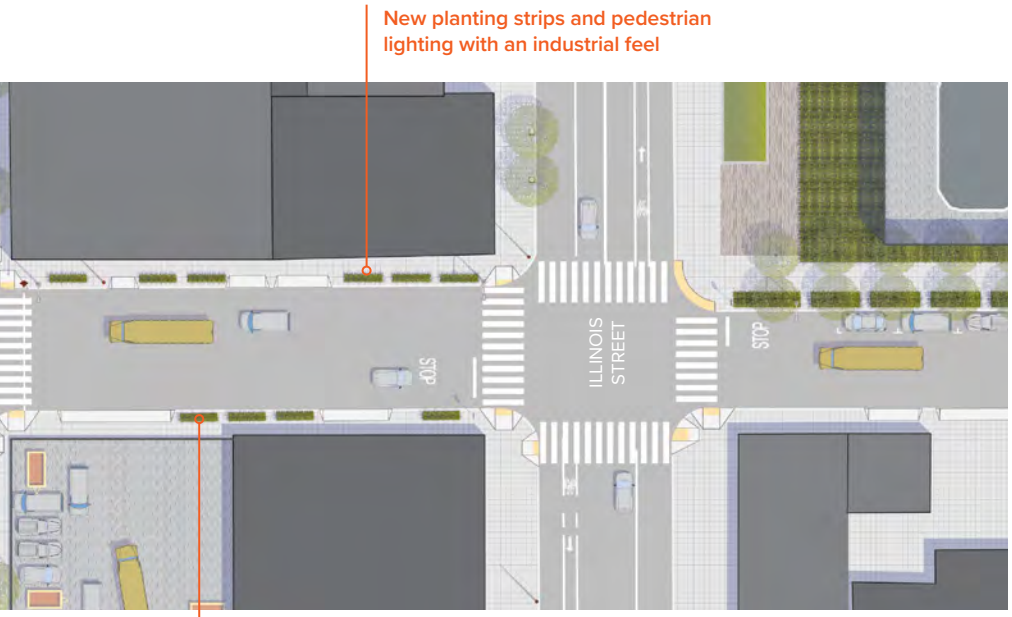
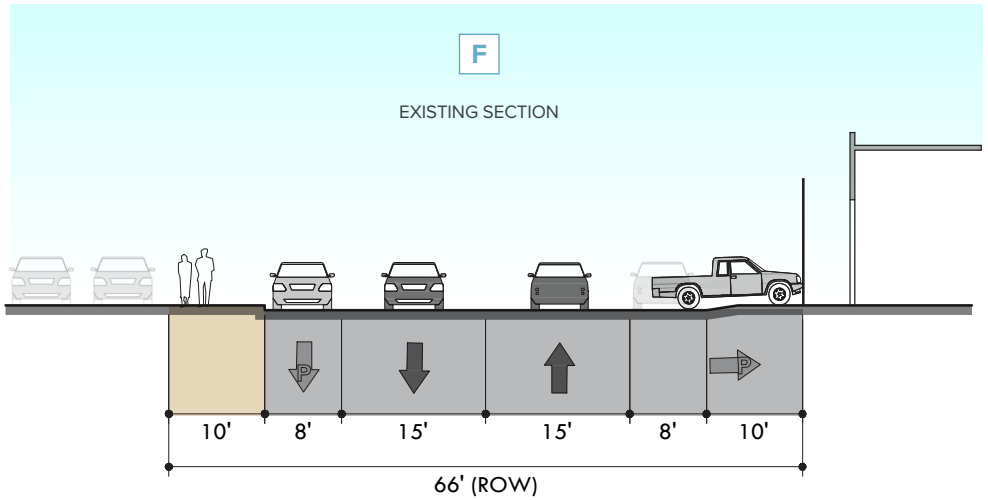
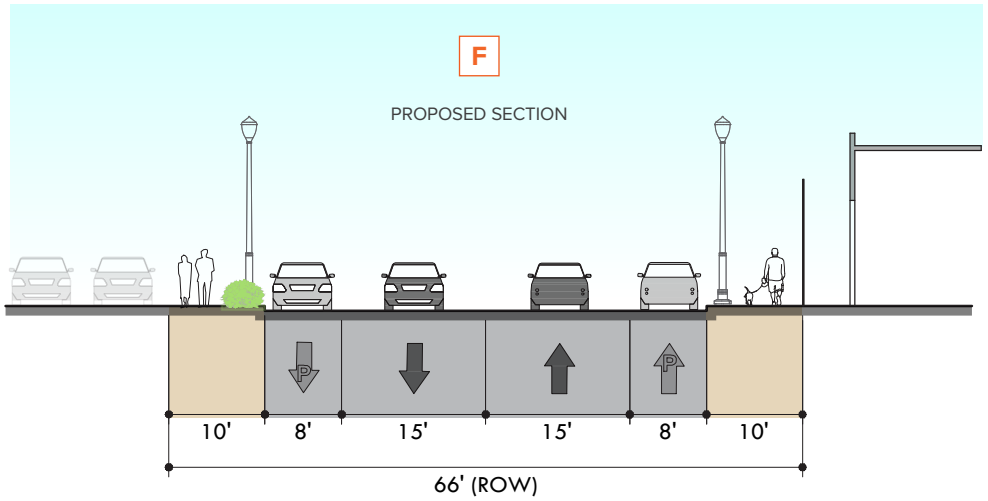


FIGURE 3-46. SECTION F: 24TH STREET (1"=20')







BETWEEN ILLINOIS AND WARM WATER COVE

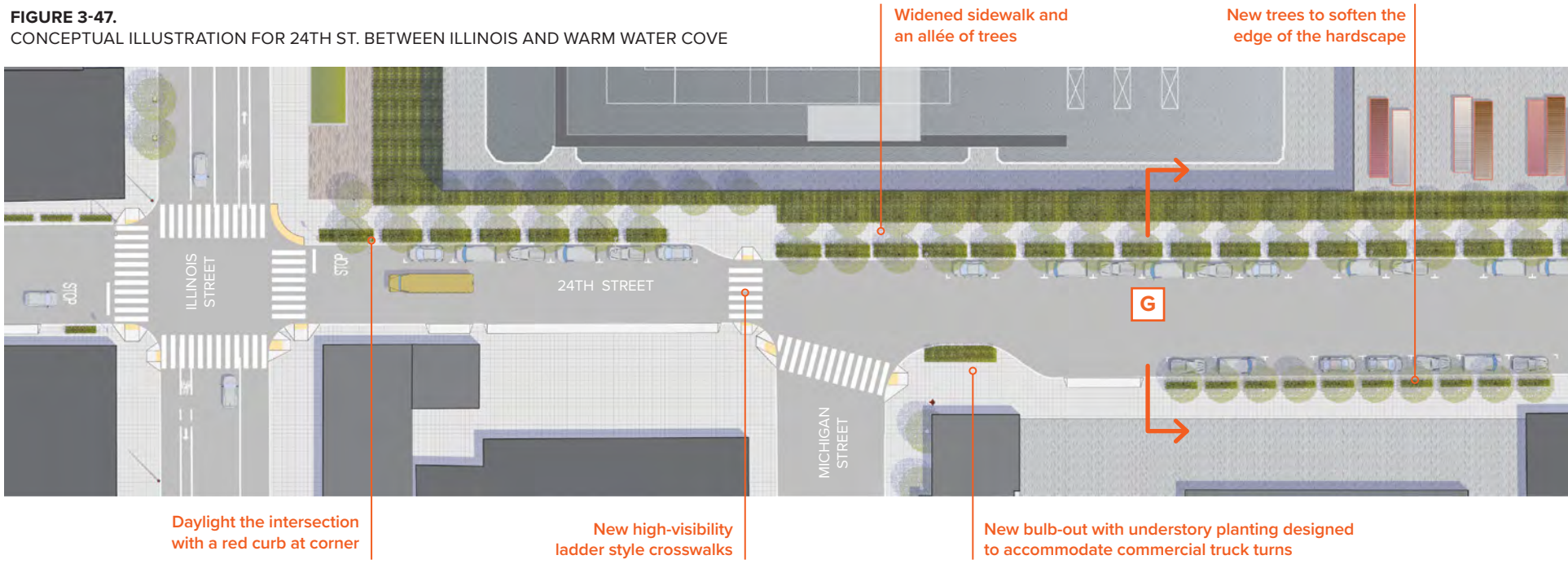
As the last leg of Green Connection #6, this stretch should be improved to attract more pedestrians and bicyclists and should considered as part of any future investments to Warm Water Cove Park. Many residents expressed concerns about safety along this stretch. The perception of safety will improve if there are more eyes on the street. This is usually achieved by having an active ground-floor frontage, but it is unlikely the land use along this stretch will change in the foreseeable future. Nonetheless, a sense of security could be achieved by streetscape improvements.

Recommended improvements

» **Parking reconfiguration:** To discourage undesirable activity, any hidden spots should be daylighted. The array of perpendicular parking on the north side creates a screen, making the sidewalk invisible from the other side of the street. The plan recommends widening the sidewalk and converting perpendicular parking to parallel parking.

» **Sidewalk widening and planting:** Widen the north side sidewalk and relocate existing trees to create an allée of trees to complete the green connection to the park, creating a "wide sidewalk garden"typology described in the 2014 San Francisco Green Connections Toolkit . Plant street trees along the Sheedy's frontage to soften the edge of the hardscape as much as possible without impacting industrial operations.

FIGURE 3-47.
CONCEPTUAL ILLUSTRATION FOR 24TH ST. BETWEEN ILLINOIS AND WARM WATER COVE

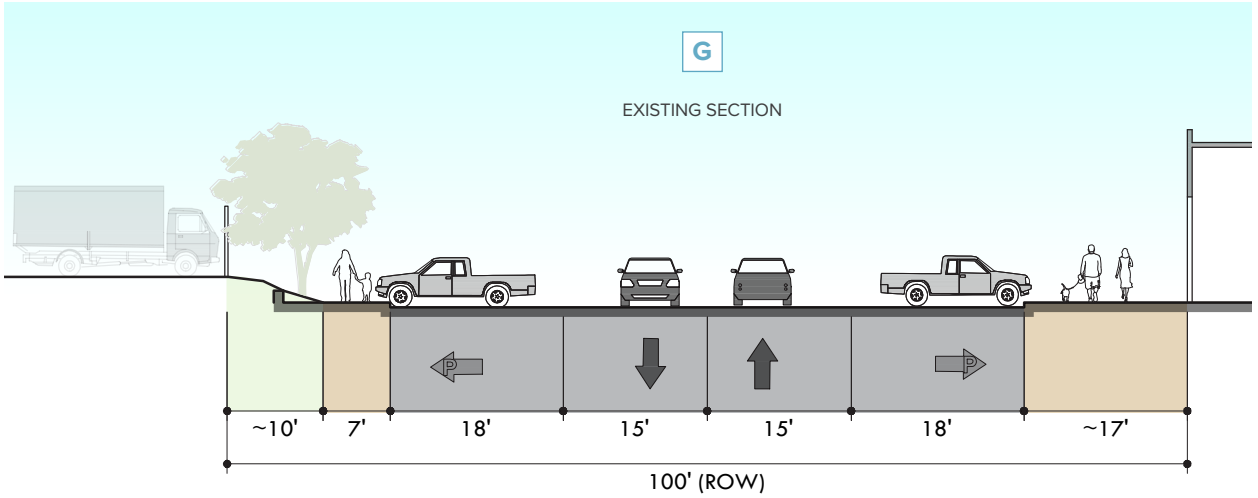


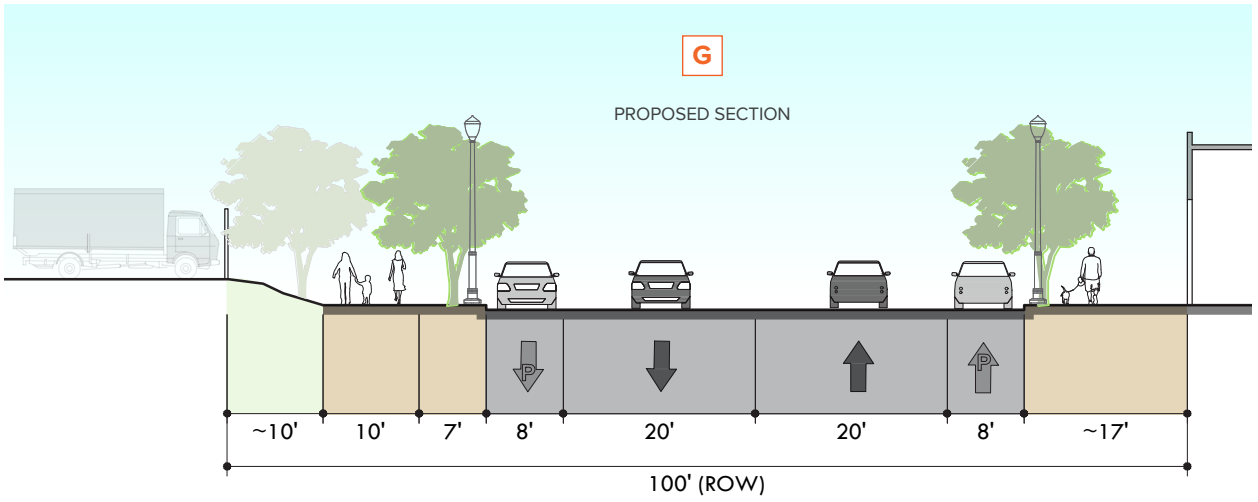
» **Pedestrian-scale lighting:** Pedestrian-scale lighting should accompany the sidewalk widening and greening recommended for the north side sidewalk to ensure the corridor be well lit and visible at night.

» **Bulb-outs and crosswalks:** The intersection with Michigan should be reconfigured to include bulb-outs and crosswalks, making it safer for pedestrians to cross. These bulb-outs should be designed to accommodate truck turns for industrial operations.



FIGURE 3-48. SECTION G: 24TH STREET (1"=20')



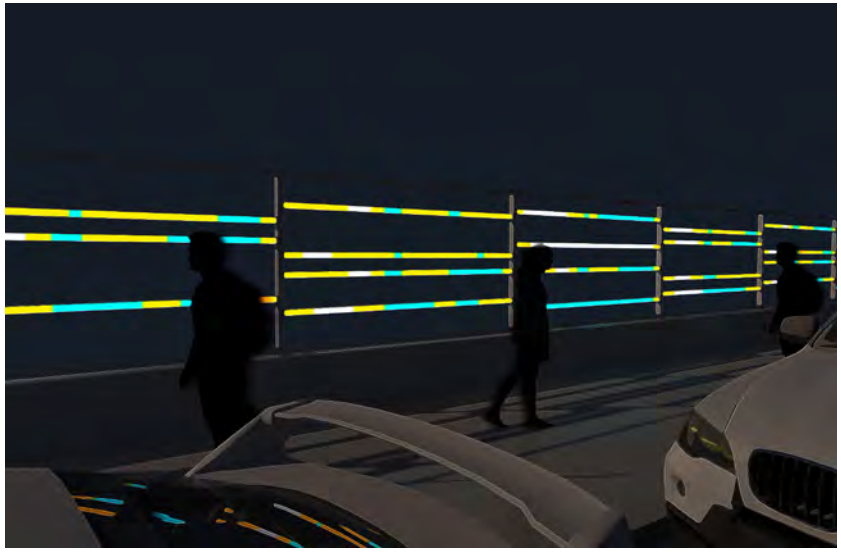


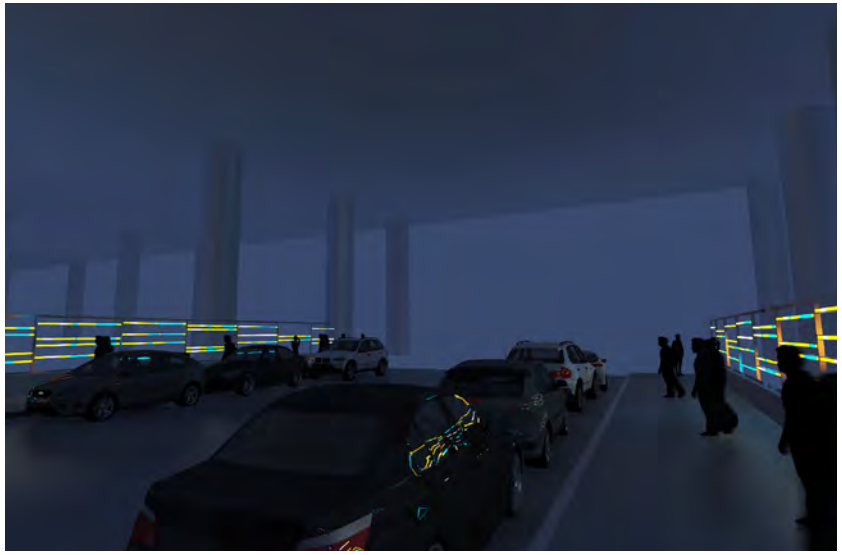
4 PASSAGES UNDER VIADUCTS

The I-280 Freeway and Caltrain right-of-way form a significant physical barrier between the Central Waterfront - Dogpatch and neighborhoods to the west, such as Potrero Hill. The freeway and train tracks result in complicated grade conditions, dark passages beneath overpass structures, and functional but uncomfortable pedestrian bridges between neighborhoods.

The Public Realm Plan builds on several preceding efforts to envision better conditions at these critical crossings. Some early community-commissioned concepts are pictured in Figure 3-49 and Figure 3-50. Ideas have included interactive light installations, light projections, sculpture, art, murals and mosaic treatments.

Depending on the proposed intervention, coordination, review, and approvals would be required from several agencies, including Caltrain and Caltrans.





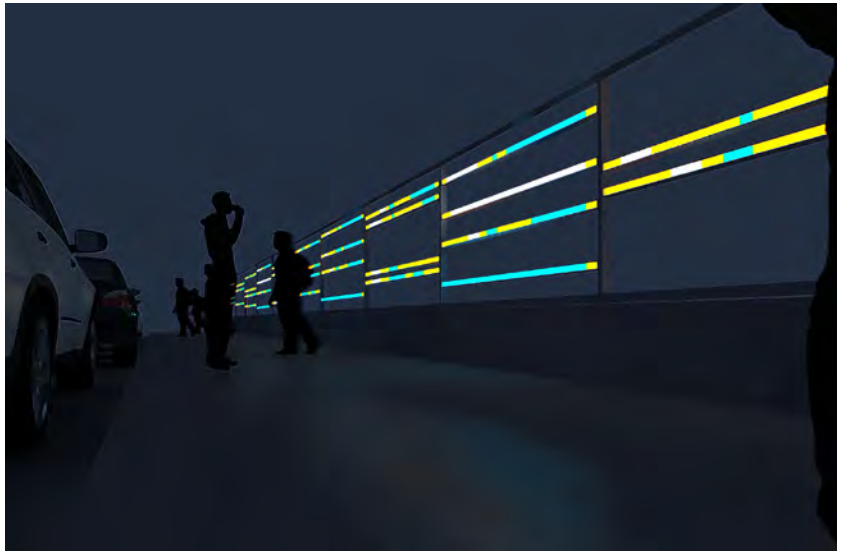


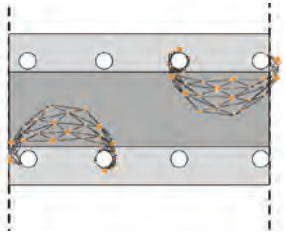
FIGURE 3-49. CONCEPTUAL RENDERINGS OF 22ND STREET UNDERPASS (COURTESY OF GROUNDWORKS OFFICE)



E - View of 280 Underpass: Proposed Rendering (See "before" image in Appendix)



North - South Section, Facing West



Plan



East - West Section, Facing South



Painted Columns



Suspended Light Fixtures

The 280 overpass is a great asset for the street. It is a grand and unique urban space, defined by monumental infrastructure. In the second community meeting, many individuals expressed interest in the development of a unique sculptural installation, that would beautify and respond to this space. This conceptual proposal visualizes a sculptural lighting system and graphic system that brings much needed illumination and character to the space.

FIGURE 3-50. CONCEPTUAL RENDERING FROM THE 22ND STREET GREENING MASTER PLAN (FLETCHER STUDIO FOR GREENTRUSTSF, 2011. SHOWN WITH PERMISSION.)





4

PARKS & OPEN SPACE


ACCESS
FUTURE CONNECTION
ON 25th
kayak
NATURAL
HABITAT
METRICS FOR SUCCESS:
Need biodiversity!
QUIET.
KAYAK ACCESS.

DISTRICT-LEVEL ANALYSIS

Recreation and open spaces are critical components of any complete neighborhood and should be integrated throughout. Since the Dogpatch neighborhood was once a heavy industrial manufacturing district, not all the parts of Dogpatch are within comfortable walking distance to an existing park. Many areas lack adequate places for recreation and relaxation. With the influx of new employees and residents, this deficiency will only be exacerbated. Thus, one of the primary objectives of this Public Realm Plan is to identify potential improvements and additional open space opportunities to increase the capacity of existing open space and to serve both current and new residents, employees, and visitors.

EXISTING AND FUTURE OPEN SPACE INVENTORY

With a limited amount of space designated for recreational purposes in Dogpatch, each park can only offer a relatively small number of programs and facilities. Therefore, the focus of open space planning for Dogpatch is to evenly distribute a range of park facilities throughout the neighborhood so that all residents have reasonable access to different types of open spaces and recreational facilities.

The Blue Greenway, a City project to complete the nine-county Bay Trail and Bay Area Water Trail, includes significant existing and planned projects within the project area. These open space resources on the Bay's edge will be a significant open space resource to the community, but also function as a regional system.

The first course of action was to inventory all existing and planned open spaces and parks in the vicinity of Dogpatch to assess gaps in the types of open spaces, recreational facilities, and programs available.

The inventory of open spaces and parks expands beyond the Dogpatch Public Realm Plan area. For example, Dogpatch residents often use parks in Mission Bay and Potrero Hill, and residents from the Mission Bay and Potrero Hill areas visit Dogpatch parks. Neighborhood-serving parks typically draw people within walking distance (1/4 mile radius), and regional-serving open spaces and parks tend to draw visitors from a minimum of a 2-mile radius (see Figure 4-51).

For planning purposes, parks and open spaces within the 1/4-mile range of the Plan Area are considered Dogpatch neighborhood's assets. Within the 1/4-mile radius, the Dogpatch neighborhood currently has approximately 37.2 acres of open spaces and parks, ranging from the 0.3-acre Woods Yard Park to the 9.9-acre Potrero Hill Rec Center.

As shown in Table 4-1, a series of new open spaces and parks are expected to emerge in the Dogpatch area. The completion dates of these open spaces vary, but a large amount of open spaces are anticipated along the waterfront within the next 5-10 years, greatly improving access to the water. For example, The Port of San Francisco's Crane Cove Park, located between 19th and Mariposa Streets east of Illinois, will add a 9-acre waterfront park that contains a café, green spaces, a boating center, and a beach and boat launch with an initial 6 acre phase open by 2019. The Pier 70 mixed use project, just south of Crane Cove Park, will also create 9 acres of public parks, including a playground, passive green spaces, plazas, and potential recreational facilities, through multiple phases over the course of the next 10 years.

In sum, over 80 acres of open spaces and park facilities are in the development pipeline within the 1/4 mile radius of Dogpatch. Based on the projections, upon completion of the planned open spaces, Dogpatch residents will have better access to the shoreline, passive green spaces, and recreation facilities.

Change in demographics in the past decade have put facilities such as dog play areas, playgrounds, and community gardens in high demand. Currently about 30 percent of existing parks within the 1/4 mile radius of Dogpatch include one of such facilities, and most these facilities cluster around the central Dogpatch. Several additional facilities are foreseeable in the future, but an increase in population may warrant more of such facilities, especially around residential areas. Both this inventory and the projections were taken into account when creating a list of available open spaces and recommendations for recreational facilities improvements in Dogpatch.

See Chapter 1 for more detail about the methodology for selecting the open spaces - elaborated on this Chapter - selected for conceptual design through the public realm plan.

TABLE 4-1. PLANNED OR PROPOSED OPEN SPACES IN 1/2 MILE OF THE PLAN AREA

Planned or Proposed Open Spaces			
SITE NAME	ACREAGE	JURISDICTION	FEATURES
Baseball Field (Mission Bay Parcel 7)	1.96	OCII	
Bayfront Park (Mission Bay Parcels 21 - 23)	8.00	PORT + OCII	
Bluxome Street Park	0.50	PUBLIC WORKS	
China Basin Park (expansion)	1.80	PORT	
Crane Cove Park	9.00	PORT	
Dog Park (20th Street)	0.10	PUBLIC WORKS	
Dog Park (Mission Bay)	0.37	OCII	
HOPE SF Potrero	3.00	RPD	
I.M. Scott Schoolyard	0.50	SFUSD	
Baseball Field & Skate Par	2.82	OCII	
Mission Bay Commons (Parcels 12 - 15)	6.99	PORT + OCII	
Mission Creek Parks south (Parcel 3)	2.31	PORT + OCII	
Mission Rock Parks	10.0	PORT	
Mission Rock Square	1.11	PORT	
'New SOMA Park'	1.0	REAL ESTATE	
Pier 70 Parks & Open Space	10.0	PORT	
Pier 70 Irish Hill	2.40	PORT	
Plaza (18th and Indiana Streets)	0.07	PUBLIC WORKS	
Potrero Power Plant site	6.30	TBD	
Progress Park expansion, north	0.98	CALTRANS	
Progress Park expansion, south	6.83	CALTRANS	
Progress Park expansion, west	1.51	CALTRANS	
Skate Park (Mission Bay Parcel 9)	0.86	OCII	
Warm Water Cove expansion	2.50	PORT	

OPEN SPACE FEATURES KEY:

- Passive Use / Benches & Seating / Tables / Picnic
- Waterfront & Bay Views
- Boat Launch
- Fishing
- Urban or Multi-use Trails
- Recreational Facilities / Sports Fields
- Children's Play Area
- Area for Dogs (On-leash or Off-leash)
- Community Garden / Community Events
- Green Infrastructure or Sea-Level Rise Adaptive Landscape

FIGURE 4-51.
EXISTING AND FUTURE OPEN SPACE INVENTORY WITHIN THE 1/2 MILE RADIUS OF THE PLAN AREA




0 500 1,000 2,000 Feet
Central Basin
Pier 94
Heron's Head Park
Islais Creek Channel
Potential future expansion of Warm Water Cove
Warm Water Cove
Pier 70
Potrero Power Plant
Aqua Vista Park
Pier 64
Crane Cove Park
Irish Hill
MICHIGAN ST
22ND ST
HUMBOLDT ST
ILLINOIS ST
MARYLAND ST
BLUE GREENWAY
Islais Creek
AMADOR ST
CARGO WAY
JENNINGS ST
HUNTERS POINT
MIDDLE POINT RD
WILLS ST
EVANS AVE
FAIRFAX AVE
BOWMAN CT
Youngblood-Coleman Playground
MENDELL ST
BURKE AVE
Bayview Gateway
Tulare Park
3RD ST
NEWHALL ST
GALVEZ AVE
HUDSON AVE
INNES AVE
JERROLD AVE
KIRKWOOD AVE
LA SALLE AVE
CUSTER AVE
DAVIDSON AVE
EVANS AVE
GREEN CONNECTION
PHELPS ST
RANKIN ST
ISLAIS ST
Islais Creek
Joseph Le Recreatio Center
Palou & Phelps Park
Mission Bay Parks 23 & 24
GREEN CONNECTION
18TH ST
19TH ST
20TH ST
Dogpatch Historic Promdnade
24TH ST
25TH ST
CESAR CHAVEZ ST
TENNESSEE ST
I.M. Scott Schoolyard
Angel Alley
Minnesota Grove
MARIN ST
MINNESOTA ST
USOP Plaza
Esprit Park
Woods Yard Park
TUBBS ST
Progress Park Expansion North
Progress Park
Progress Park Expansion South
INDIANA ST
Mariposa Park
Future Dog Park
Dogpatch Arts Plaza
IOWA ST
Caltrain Station Entry Plaza
PENNSYLVANIA AVE
Pennsylvania Garden
Progress Park Expansion West
Tunnel Top Park
MISSISSIPPI ST
MARIPOSA ST
TEXAS ST
Daniel Webster Elementary School
SIERRA ST
HOPE SF Potrero
DAKOTA ST
MISSOURI ST
17TH ST
CONNECTICUT ST
Arkansas Friendship Garden
Potrero Hill Recreation Center
HOPE SF Potrero
ARKANSAS ST
Jackson Playground
WISCONSIN ST
CAROLINA ST
20TH ST
22ND ST
Starr King Open Space
26TH ST
DE HARO ST
RHODE ISLAND ST
NAPOLEON ST
TOLAND ST
NEWCOMB AVE
QUINT ST
PALOU AVE
QUESADA AVE
BRIDGEVIEW DR
MADDUX
ROBBLEE AVE
SILVER AVE
THOMAS AVE
MCKINNON AVE
SELBY ST
Selby & Palou Mini Park

TABLE 4-2. EXISTING OPEN SPACES IN 1/2 MILE OF THE PLAN AREA

Existing Open Spaces			
SITE NAME	ACREAGE	JURISDICTION	FEATURES
5th Street Plaza	0.74	OCII	
Angel Alley	0.09	PUBLIC WORKS	
Arkansas Friendship Community Garden	0.2	RPD	
Aqua Vista Park	0.60	PORT	
AT&T Park	12.0	PORT	
Bayview Gateway	1.25	PORT	
Children's Park	1.12	OCII	
China Basin Park	1.87	PORT	
Daggett Plaza	1.00	REAL ESTATE	
Dogpatch Arts Plaza	0.20	PUBLIC WORKS	
Dogpatch Historic Promenade	0.13	PUBLIC TRUST	
Esprit Park	1.80	RPD	
Heron's Head Park	23.8	PORT	
Islais Creek (south shore)	2.30	PORT	
Islais Creek (north shore)	6.00	PORT + SFMTA + PUC	
Jackson Playground	4.40	RPD	
Koret Quad, UCSF	3.60	OCII + UCSF	
Mariposa Park	2.40	OCII	
Minnesota Grove	0.40	PUBLIC WORKS	

Existing Open Spaces			
SITE NAME	ACREAGE	JURISDICTION	FEATURES
Mission Bay Commons (Parcels 16 & 17)	1.02	OCII	
Mission Creek Promenade (North)	4.62	OCII	
Mission Creek Parks (South)	11.0	PORT + OCII	
Muni Woods Yard	0.30	MTA	
Pennsylvania Garden	0.20	CALTRAIN	
Pier 52 Boat Launch	0.40	PORT	
Pier 94 Wetlands	1.50	PORT	
Palou & Phelps Park	2.70	RPD	
Potrero Hill Rec Center	9.90	RPD	
Progress Park	0.50	CALTRANS	
Selby & Palou Mini Park	0.42	RPD	
South Beach Park	2.78	PORT	
South Park	2.29	RPD	
Starr King Open Space	2.72	PUBLIC TRUST	
Tulare Park	0.30	PORT	
Tunnel Top Park	0.7	CALTRAIN	
Warm Water Cove	1.5	PORT	
Youngblood-Coleman Playground	6.13	RPD	

OPEN SPACE FEATURES KEY:

- Passive Use / Benches & Seating / Tables / Picnic
- Waterfront & Bay Views
- Boat Launch
- Fishing
- Urban or Multi-use Trails
- Recreational Facilities / Sports Fields
- Children's Play Area
- Area for Dogs (On-leash or Off-leash)
- Community Garden / Community Events
- Green Infrastructure or Sea-Level Rise Adaptive Landscape



PRIORITY PROJECT A

ESPRIT PARK

ESPRIT PARK

CONTEXT

Esprit Park, a 1.8-acre secluded open space, is located in the central Dogpatch. Being the only sizable green space in the neighborhood, Esprit Park has been serving as the neighborhood's "community center" for community gathering, recreation, and relaxation.

The park is bordered by Indiana Street to the west, Minnesota Street to the east, 20th Street to the south and 19th Street to the north. The 20th Street overpass is one of the major east-west connections between the Potrero Hill and Dogpatch neighborhoods. Both 19th Street and ground-level 20th Street discontinue when they reach the retaining walls of I-280, a block west of the park.

The surrounding areas are becoming predominantly residential. On the west side of Indiana Street to the north and the south, two residential developments are under construction, which will house a sidewalk cafe, a dog play area, and an arts plaza. On the east side of Minnesota Street, a residential project is undergoing its entitlement process. The three new housing developments together will provide over 500 housing units. An administrative office building for UCSF is located across 19th Street from the park.

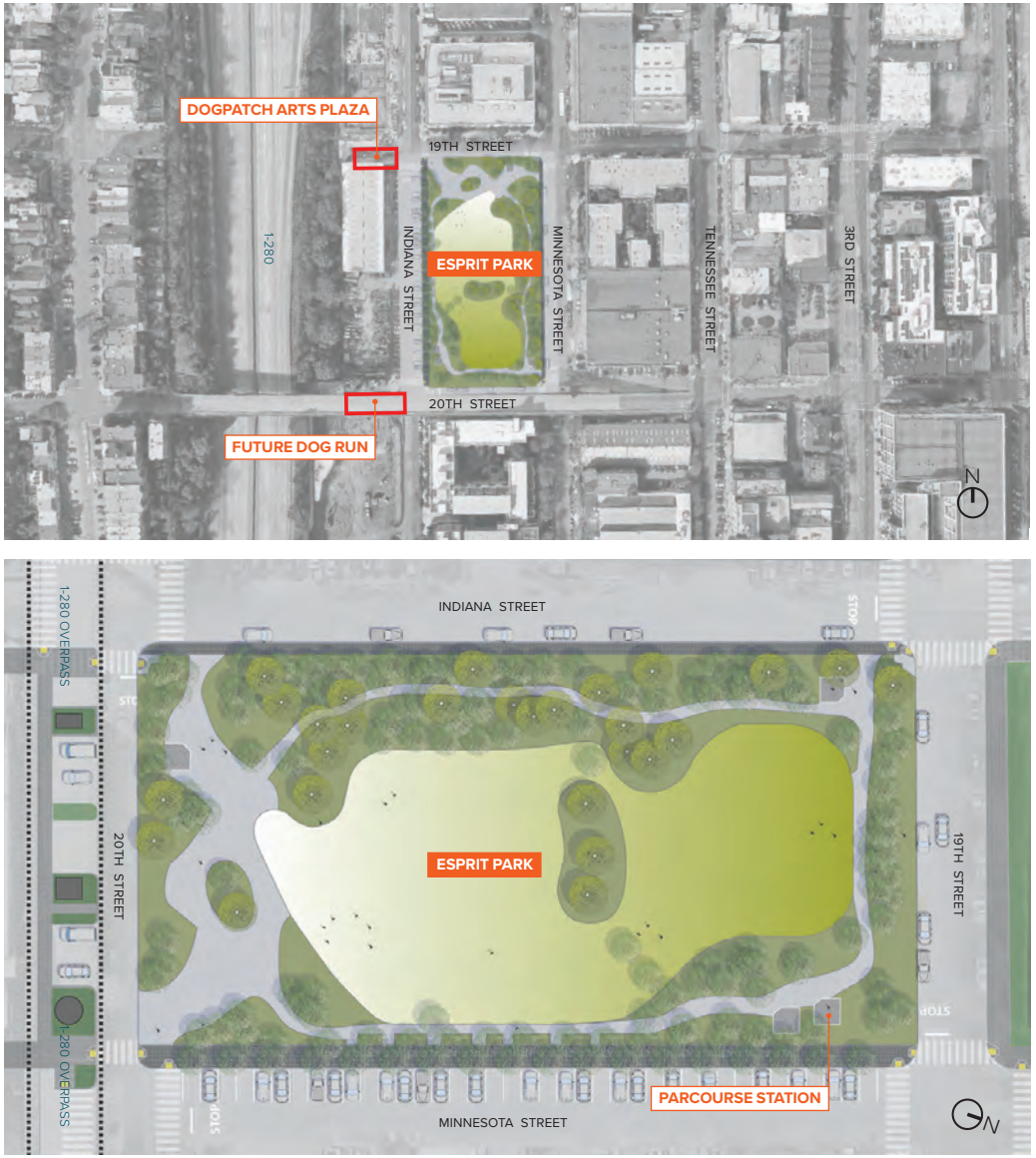


FIGURE 4-52. ESPRIT PARK CONTEXT MAPS

ESPRIT PARK DESIGN DEVELOPMENT

The conceptual design development for a renovation of Esprit Park as part of the Public Realm Plan required extensive research into the historical development of the Park. For a detailed history of the Park, please refer to Appendix B.

The conceptual design for the renovation relied on a series of in-depth conversations with user groups to better comprehend its needs and mold its vision for the future. The following section outlines the process of the community's engagement in chronological order, and how the conversations with the community shaped the design of the future Esprit Park (see Appendix A of this Public Realm Plan for more detail).

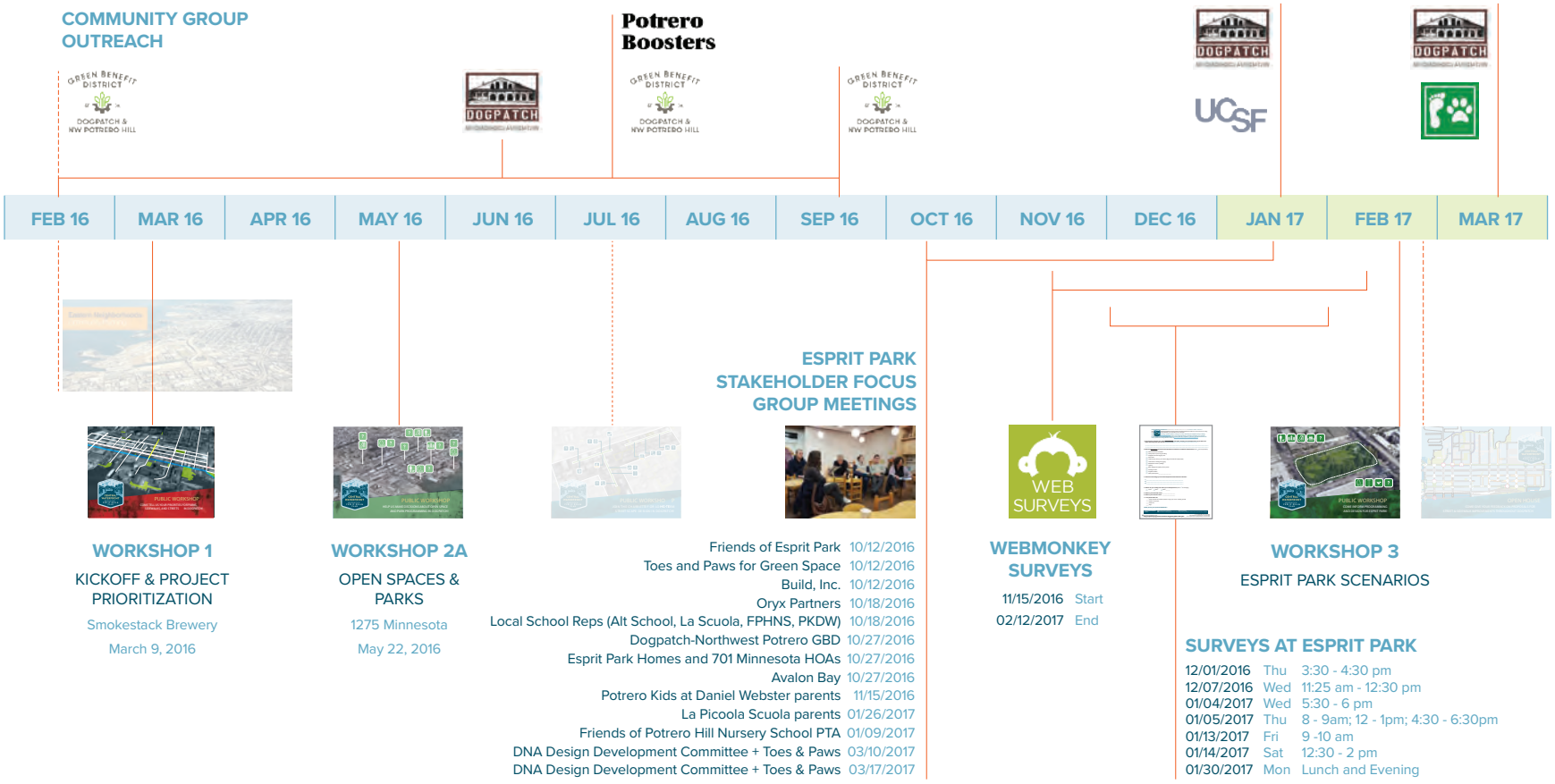


FIGURE 4-53.
ESPRIT PARK: COMMUNITY ENGAGEMENT AND CONCEPTUAL DESIGN DEVELOPMENT



FIGURE 4-54. ESPRIT PARK DESIGN PROPOSAL: AERIAL RENDERING

DESIGN PROPOSAL

Design and Programming Theme

The main design principle is to retain the existing urban forest feel; thereby, celebrating the original intent – of the urban oasis. Many existing programs will be intact but enhanced to some degree.

» Honor the original design concept established by the Esprit Corporation, while re-investing in facilities and amenities to make the park more resilient and serviceable to a growing neighborhood population. Reconfigure the lawn area to increase the square footage of 'usable' space.

» Address drainage and irrigation issues, entailing the renovation of the existing sitewide sub-grade drainage system and irrigation system.

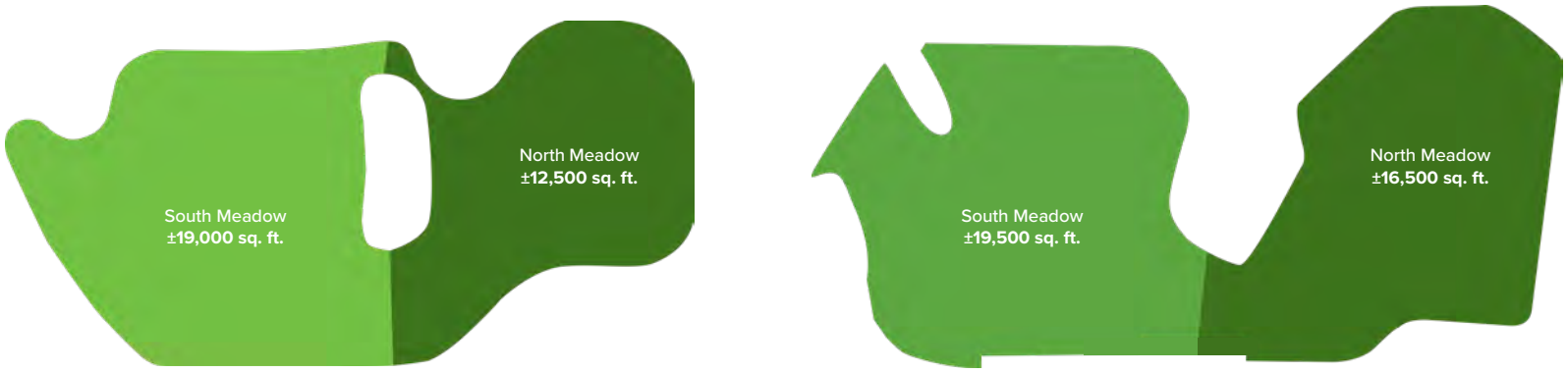
» Design and implement better amenities and infrastructure that serve priority needs at the site: passive observation of nature and picnicking; universal play (children's play-scape) and active fitness (parcourse, trail and jogging path); off-leash dog play area for a portion of the site; more ample seating, lighting, and wayfinding signage.

» Ensure sustainable long-term maintenance, in part by selecting (replacement) resilient materials, plants, and trees.

» Refine circulation and access to allow for better east-west connections around and through the site, more legible park entrances at each corner, and midblock entrances on the eastern and western edges.

» Clarify functional use areas for different user groups, including children, adult fitness community, and off-leash dog walkers and players. Use of green buffer areas, raised planted areas, berms, ridges and other landforms to delineate functional areas.

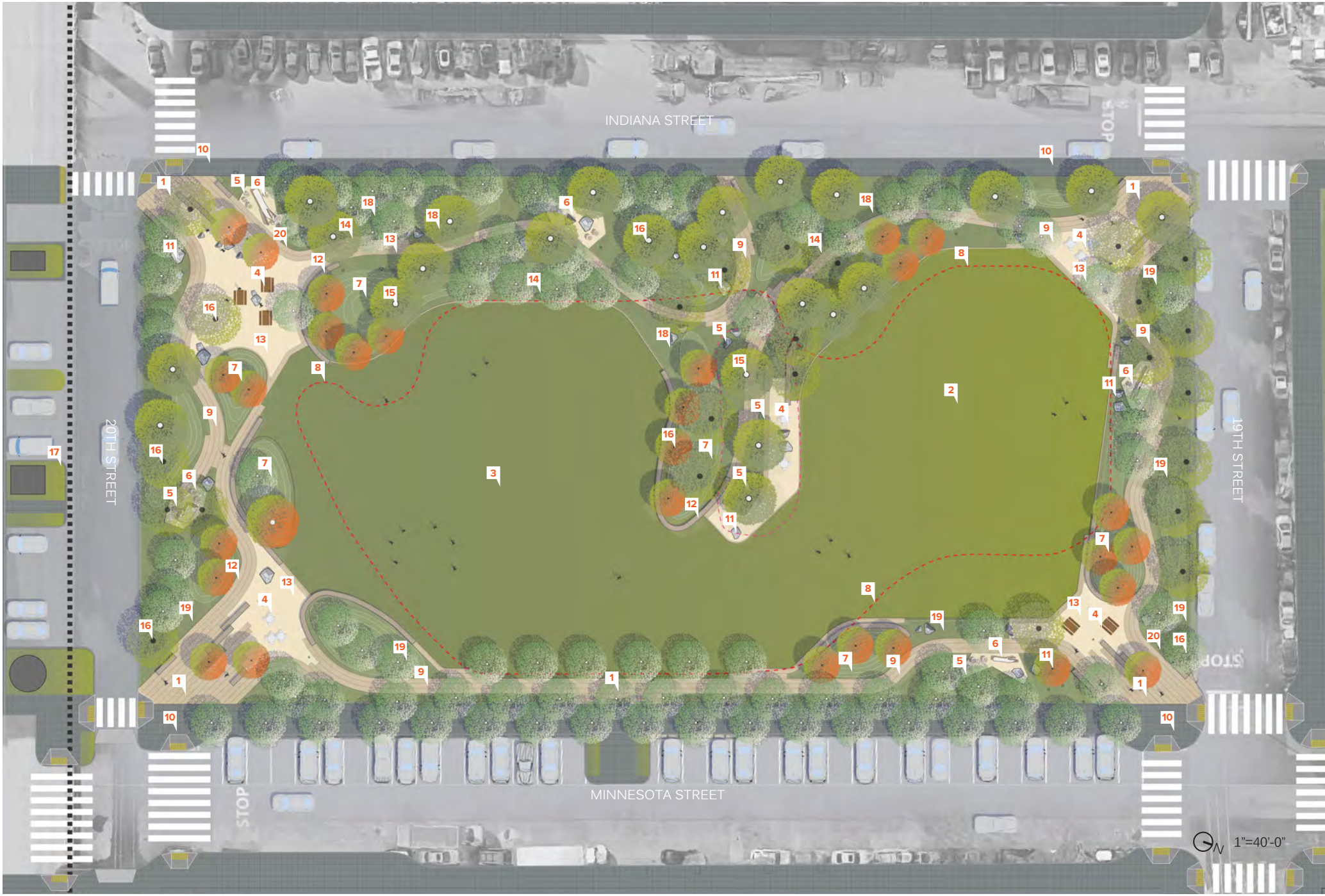
FIGURE 4-55. MEADOW AREA COMPARISON



Existing Meadow - **Total ±31,500 sq. ft.**

Proposed Meadow - **Total ±36,000 sq. ft.**

FIGURE 4-56. ESPRIT PARK CONCEPT DESIGN





SCHEMATIC DESIGN FOR ESPRIT PARK KEY

1. Park Entry
2. North Meadow
3. South Meadow
4. Potential Benches & Picnic Tables - Wood/Metal
5. Children's / Universal Play Area - Natural Play Elements
6. Potential Location Of Par Course / Active Exercise Equipment
7. Drumlin Landscape Mounds
8. Extents of Existing Meadow
9. ADA Hardscape Pathway
10. City Standard Sidewalk
11. Boulders
12. Potential Location of Site Furnishings/Seating Elements
13. Permeable Pathway
14. Existing Forested Grove
15. Existing Tree
16. Replacement Tree
17. 20th Street Overpass Shown as Dashed
18. Understory Planting Area
19. Planting Area
20. Potential Location of 3 Tier Drinking Fountain

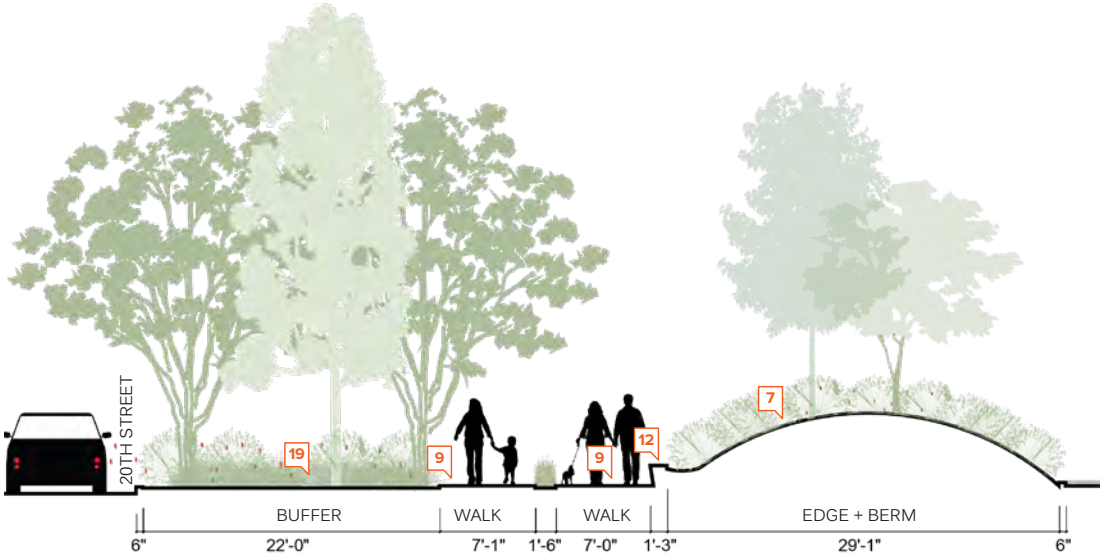


FIGURE 4-57. ESPRIT PARK: SECTION A-A

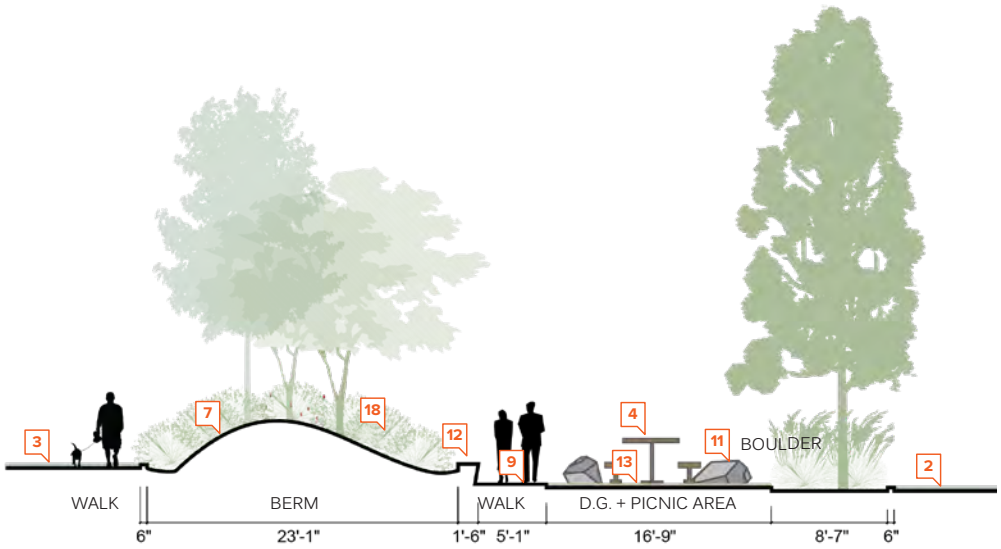


FIGURE 4-58. ESPRIT PARK: SECTION B-B



FIGURE 4-59. ESPRIT PARK PERSPECTIVE, FROM THE CORNER OF MINNESOTA AND 20TH STREETS

Schematic Design Details

Circulation

» Create more legible park entrances at each corner and midblock entrances on the eastern and western edges. The mid-block entrance on both the Indiana side and the Minnesota side will complement the current use. The mid-block entrance on Minnesota will be combined with mid-block bulb-out to highlight an inviting entryway. The corner entrance will consist of hardscape and seating elements set amongst existing and proposed trees to create the feel of walking through a grove.

» Redefine primary and secondary circulation paths to allow for better east-west connections around and through the site. Primary circulation paths will be hardscape pathways, meeting ADA standards, and shaped to accentuate existing trees and natural elements. Secondary circulation paths will have permeable surfacing and looser natural materials to reinforce the feeling of a forest pathway.

» Add corner bulb-outs on Minnesota Street's north and south corners to improve intersection safety and to enlarge the pedestrian realm near the park entrances. No bulb-out is proposed on the western edge as bike lanes are anticipated along Indiana Street.

» Design one of the entrances to permit vehicle access for maintenance purposes.



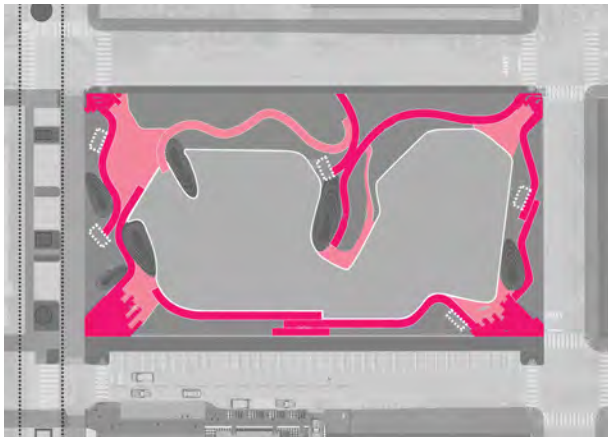
Entry area- urban edge hardscape + seating elements set amongst existing and proposed trees to feel like walking through a grove



Secondary circulation path - permeable surfacing and looser natural materials to reinforce the feeling of a forest pathway



Primary circulation path + hardscape pathways responding to existing trees and natural elements to feel as though you are walking through a forest



Key Map

Potential Paving Palettes

Hardscape Material Options



Unit pavers add diversity in texture and experience and can be used to signify different use areas



Integral color concrete with textural differences to give the feeling of a natural material



Unit pavers add diversity in texture and experience and can be used to signify different use areas



Natural stone paving for a rich and resilient walking surface

Permeable Pathway Options



Decomposed granite - fine-grained durable natural walking surface



Gravel - larger textural “crunchy” walking surface for a more visceral experience



Stepping stones in gravel - mixture of hardscape and permeable surfaces to add diversity and interest





Vegetation

» Restore original planting design, including canopy and understory to the extent necessary to revive the original look. Specimens may include flowering bushes - such as rhododendrons and azaleas - as seen in original planting list.

» Replace lawn with a grass type that will withstand heavy use.

» Rehabilitate trees in poor condition, especially the Giant Sequoia. Create future tree replacement especially in the case of the dying 3 -5 Giant Sequoia specimens.

Top rendering:

FIGURE 4-60.
ESPRIT PARK PERSPECTIVE, INDIANA AND 20TH STREETS LOOKING TOWARDS MINNESOTA AND 19TH STREETS

Bottom rendering:

FIGURE 4-61.
ESPRIT PARK PERSPECTIVE WITH PARCOURSE, MIDWAY ALONG INDIANA STREET LOOKING SOUTHEAST 20TH STREET

Furnishings and Signage

» Add watering stations, signs, new trash receptacles and dog waste bag stations.

» Add boulders and other custom fixtures associated with universal children's play area at Peninsula complementing the refuge like design. Commercial children's play equipment is not recommended.

» Replace 1970s style parcourse equipment with new parcourse naturalistic in form factor.

» Locations will be determined through subsequent community outreach.



Key Map

Universal Play Ideas



Universal play - materials fitting of the surrounding trees



Natural play elements - materials and arrangements for exploratory interactions



Universal play



Universal play

Par Course Active Exercise Equipment Ideas



Parcourse equipment - materials and arrangements fitting of the natural surroundings they are set amongst



Parcourse naturalistic in form factor



Parcourse naturalistic in form factor



Parcourse naturalistic in form factor

Lighting

» As illustrated in the schematic lighting plan (Figure 4-62), additional lighting should be provided mainly along the pedestrian paths. Consider motion sensored and directional lighting features for dark skies, and the protection of park birds.



FIGURE 4-62. SCHEMATIC LIGHTING PLAN FOR ESPRIT PARK



A Light Type A



B Light Type B



C Light Type C



PRIORITY PROJECT B

WARM WATER COVE

WARM WATER COVE PARK

CONTEXT

Warm Water Cove Park is a 1.85 acre park owned by the SF Port and includes an easement with Pacific Gas &Electric. The waterfront site is located at the east end of 24th Street, just south of the former Potrero Hill power plant. Warm Water Cove Park is one of the jewels composing the Blue Greenway. The Blue Greenway is San Francisco's vision for the southern part of the regional Bay Trail and the Bay Water Trail - a regional network of parks, trails, and natural open spaces.

The area around Warm Water Cove was developed during the industrialization of the waterfront in the 19th century and falls under SF Port's jurisdiction, granted by the California State Lands Commission per the Burton Act. To the north of the cove sits old warehouses from the Western Sugar Refinery that remained in operation until the early 1950s. The warehouses are now occupied by storage and distribution companies. West of the park is Sheedy Drayage Company's storage lot for heavy industrial equipment and trucks.

The area south of the park is currently used as storage with plans for improvements to support Pier 80 cargo operations. SF Port's Bluegreenway Plan calls for utilizing this area to expand the park by approximately 2.5 acres to the south to 25th Street.

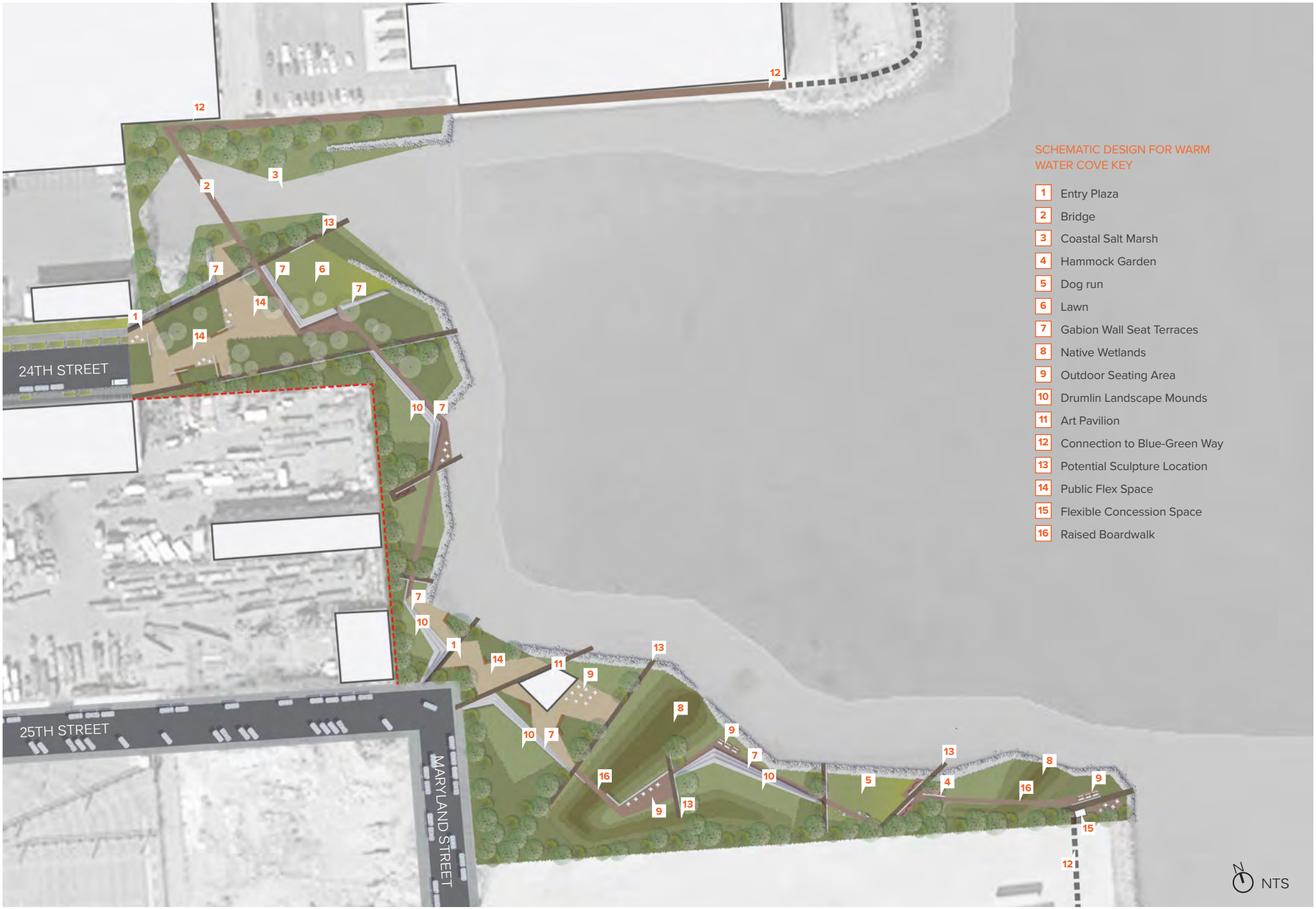
FIGURE 4-63. WARM WATER COVE CONTEXT MAP

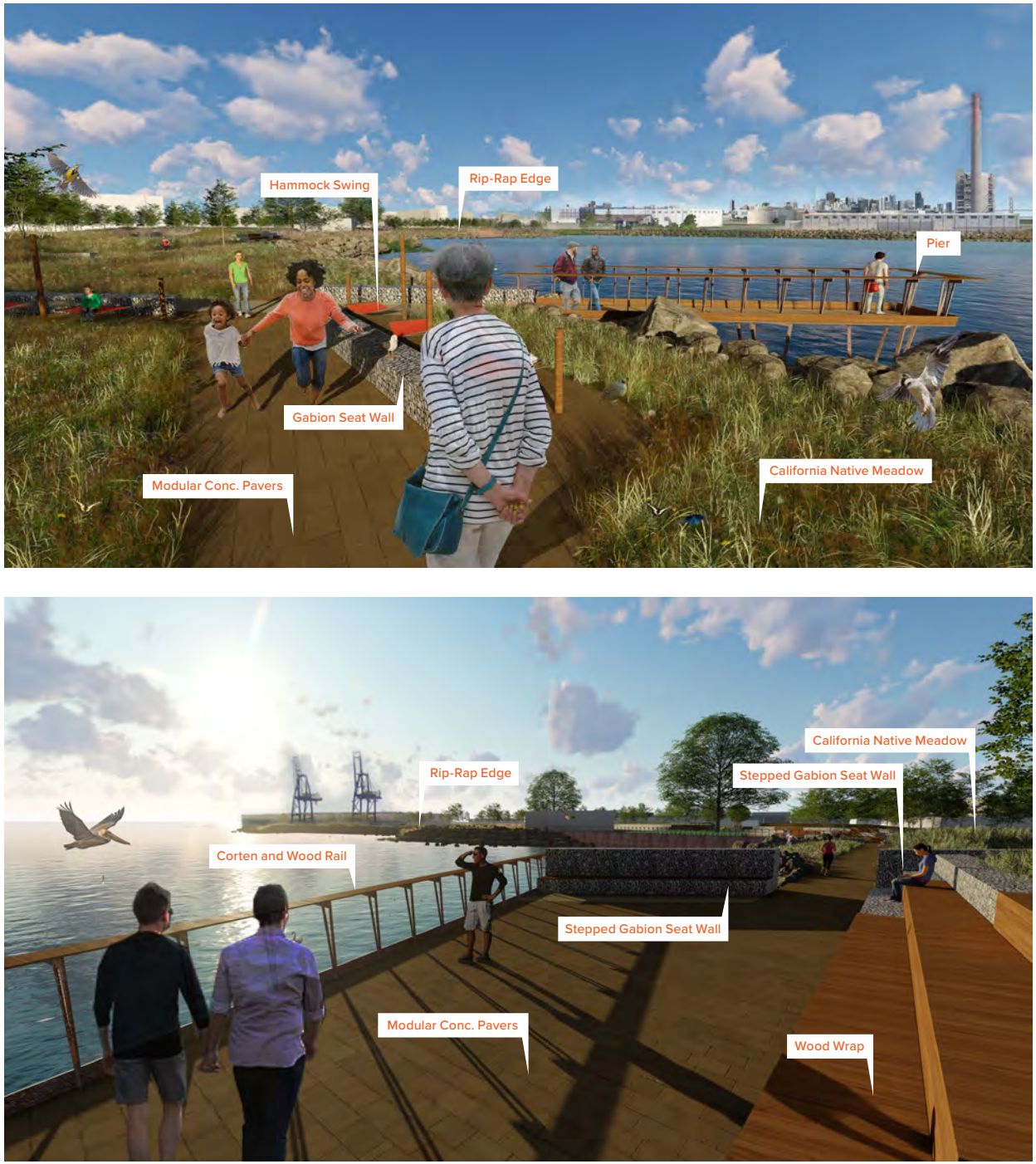


FIGURE 4-64. WARM WATER COVE DESIGN PROPOSAL: AERIAL VIEW



FIGURE 4-65. WARM WATER COVE SCHEMATIC DESIGN





DESIGN PROPOSAL

Design and Programming Theme

» Expand the park by approximately 2.5 acres to the south to include new vegetation, lighting, site furnishings, public art and enhanced safety features, as envisioned in the SF Port's Blue Green Design Guidelines

» Provide access to the waterfront

» Creation of adaptive landscape that maintains essential access through different sea level rise scenarios

» Creation of wetlands to treat adjacent site improvements for storm water treatment and shoreline improvements to provide fish and wildlife habitats

» Introduce native, 'natural,' or 'well-adapted' planting

» Regrade and improve paving of paths

» Introduce appropriate nighttime lighting where feasible. Design and locate night lighting away from sensitive habitat areas.

» Improve park facilities with an emphasis on passive recreation, such as lawn, terraced seating, and drumlin landscape mounds.

» Provide a flexible space and outdoor seating areas that could be used for community gathering.

FIGURE 4-66. WARM WATER COVE PERSPECTIVES

Schematic Design Details

Circulation

» Ensure the park's primary circulation paths connect to the city's Blue-Green way (Bay Trail) and respond to water's edge and created wetlands. Pathways should remain open to enhance views of bay and wetlands.

» Explore ways to provide a pedestrian and bicycle bridge to the north to connect to the former Potrero Power Plant shoreline access.

» Provide a boardwalk over created wetlands for continuous pedestrian/bike circulation where feasible.

Entry Plazas

» Create entry plazas at 24th Street and 25th Street (assuming 25th Street extension)

» Entry plazas provide a welcoming entry into the park, framing views of the bay while transitioning from street to wetlands. Design is open with lighting and includes a flexible space for public gathering



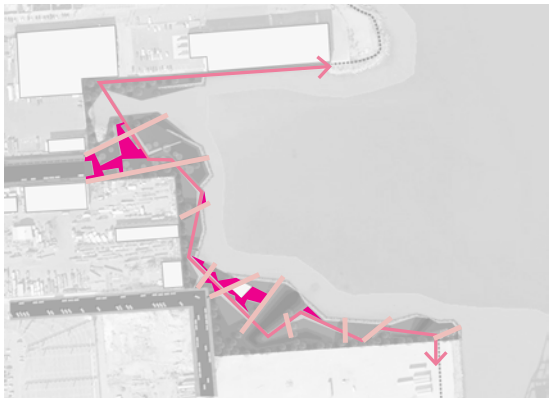
Entry - civic plazas provide welcoming entry into site, framing views of the bay while transitioning from street to wetlands. Design is open with lighting & flex space for public gathering



Primary circulation + hardscape pathways responding to water's edge and wetlands. Pathways to remain open, to enhance views of bay and wetlands



Secondary circulation - semi-transparent, raised path-ways call attention to performative aspects of wetlands and help visitors feel immersed in site



Key Map

Hardscape Material Options



Integral color concrete with varying scales and textures add diversity to experience and relate paving back to concrete edge



Unit pavers come in a variety of colors, allowing for the development of pattern and movement through a space



Pathways can be interrupted by natural elements, which provide places for seating and play

Permeable Pathway Options for secondary paths



Textured/patterned concrete paving



Wood



Metal provides greater transparency, bringing awareness to the surrounding habitat

Park Feature Ideas

» Potential park features and public art ideas include pier posts, art pavilion, sculpture gardens, steel pergolas, hammock gardens, boulder fields, gabion walls, and/or fog gardens.

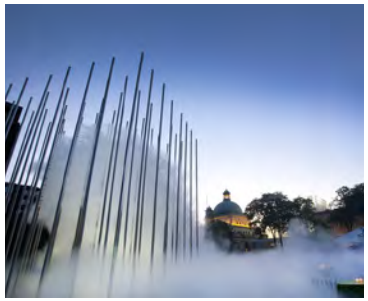
Habitat Typology Ideas

» Planting and landscaping will focus on restoring and preserving coastal grasslands, creation of wetlands, and coast live oak woodlands.

» Five habitat typologies have been developed for Warm Water Cove: Bioswale, Gabion/Lawn, Wildlife Garden, Meadow, and Mudflat/Salt Marsh.

Park Features and Public Art Ideas


Pier posts - protect new marshland edge while providing reminder of local history


Fog garden


Gabion walls


Art pavilion


Sculpture garden


Steel pergola with string lighting + movable furniture


Hammock garden


Boulder field

FIGURE 4-67. WARM WATER COVE: HABITAT TYPOLOGY IDEAS



Coastal Edge Typology Ideas

» Focus on restructuring the shorelines to create an improved waterfront as well as to enhance wildlife habitats.

» Two typical edge typologies are shown: Stone edge and Stepped edge. Locate these typologies based on existing topography, wildlife habitats, and sediment conditions. A Naturalized Edge is shown, though not feasible at Warm Water Cove due to deed restrictions).

Coastal Edge Typology Ideas



Stone edge - supplement existing edge with additional stone to create a gradient of sizes + make edge more legible



Naturalized edge - protects coast line from sea level rise while enhancing habitat value for the site



Stepped edge - opens up space to sit and observe the bay



Key Map



PRIORITY PROJECT C

TUNNEL TOP PARK

TUNNEL TOP PARK

CONTEXT

Tunnel Top Park is a 0.5-acre open space sitting atop Caltrain's sub-grade tunnel that is located on the southwest corner of the Pennsylvania Avenue/25th Street intersection. The site slopes steeply to the north where it is bounded by 25th Street. To the west, a large serpentine outcropping rises towards the crest of Potrero Hill. The eastern edge of the site is bordered by Pennsylvania Street, while the southern end of the site opens onto spectacular vistas towards the Portola and Bayview neighborhoods.

Pennsylvania Street serves as a major feeder for I-280, comprised of 4 travel lanes and 2 parking lanes. Much of Pennsylvania Street near I-280 on- and off-ramps is missing a sidewalk. 25th Street is a transit corridor serviced by Muni #48. The park's northern frontage is a bus stop.

The surrounding uses are mostly industrial, except for the block in the northwest corner where residential buildings are dominant. Caltrain's railroad tracks occupies the southern region of the park.

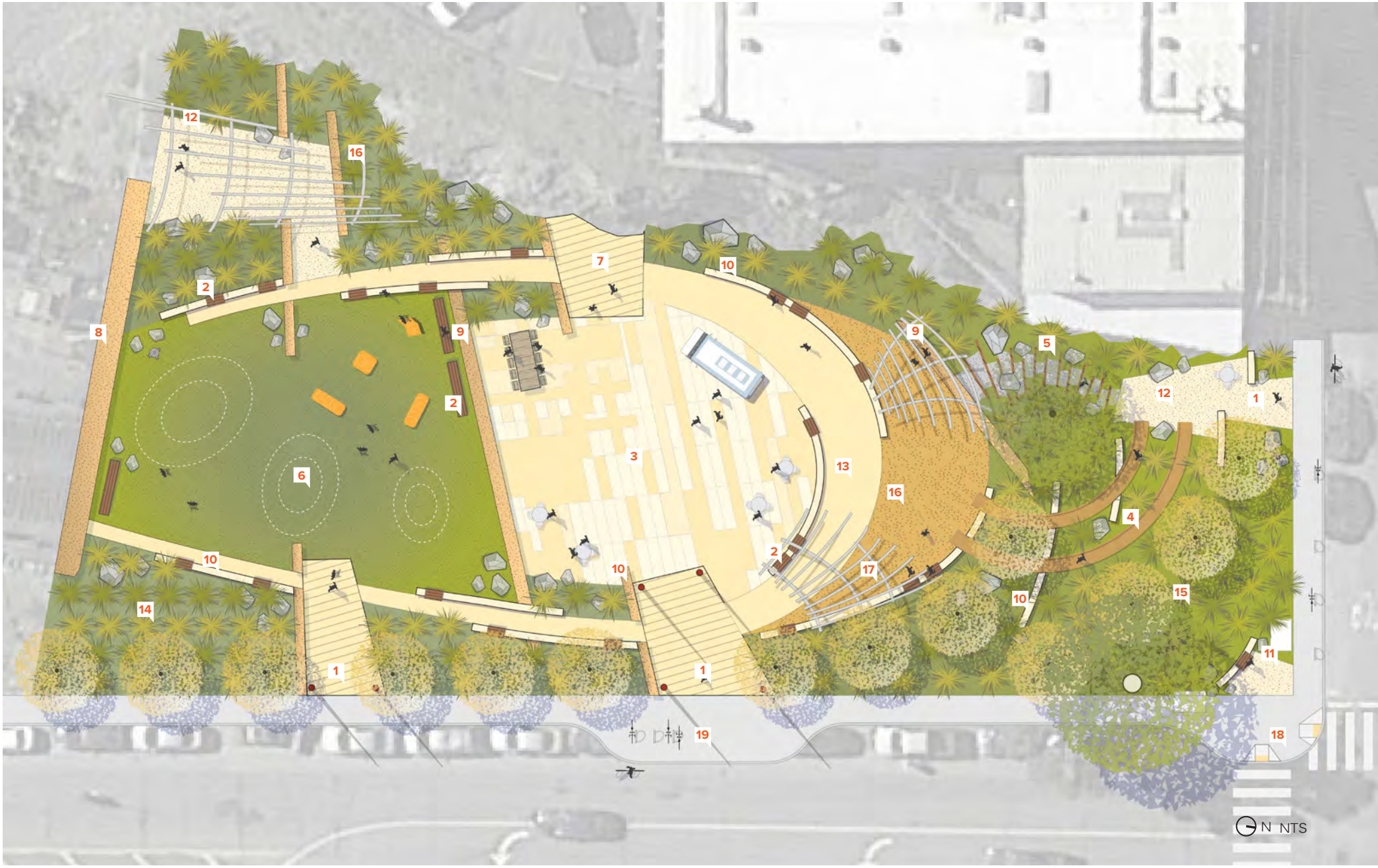


FIGURE 4-68. TUNNEL TOP PARK CONTEXT MAP

FIGURE 4-69. TUNNEL TOP PARK DESIGN PROPOSAL: AERIAL RENDERING



FIGURE 4-70. TUNNEL TOP PARK SCHEMATIC DESIGN



SCHEMATIC DESIGN FOR TUNNEL TOP PARK KEY

1. Park Entry
2. Wooden Seating
3. Multi-Use Plaza
4. Dual Slides
5. Wooden Steps/ Natural Play Slope
6. Dog Play Area
7. Performance Stage
8. Existing Tunnel Wall
9. Existing Site Walls
10. Proposed Site Walls
11. Corner Entry Plaza
12. View Overlook
13. Signature Arc Path, Ada Accessible
14. Planting Buffer/Bioswale
15. Slope Planting
16. Custom Overhead Pergola
17. Fibar, Wood Mulch
18. Proposed Bulb-Out
19. Proposed Mid-Block Bulb-Out

DESIGN PROPOSAL

Design and Programming Theme

» Introduce internal paths of circulation to ensure ADA-access to equivalent facilities in the Park.

» Divide the park into multiple functional areas in an efficient and flexible fashion. Desired functional areas include a dog play area, an universal play area, a multi-use plaza, and pockets of passive open spaces.

» Establish a series of edge conditions, such as planting, fencing, or seatwalls to delineate functional areas

» Introduce a solar-powered nighttime lighting program.

» Develope a planting plan using native and well-adapted species.

» Utilize existing structures and retaining walls with minimum alteration. No major grading because the park sits atop a Caltrain tunnel.

» For other design studies, see Appendix B.

Design Principles

Circulation

» Create a clear path of travel that frames the functional areas.

» Ensure that primary circulation paths meet ADA standards, using materials such as concrete and unit pavers. Secondary circulation paths may have permeable surfacing and looser natural materials, such as decomposed granite paving.

Entry

» Define clear entry points to each of functional areas. In particular, provide separate entry points to the dog play area and the multi-use plaza.

» Clearly demarcate a park entry at the northern end of the park along 25th Street and connect it to an overlook area.

» Reinforce the existing entry point at the corner of Pennsylvania and 25th Streets. A bulbout projecting into Pennsylvania Street is recommended to widen the entry plaza and to create a safer pedestrian experience.

» The entry to the multi-use plaza can be combined with a mid-block bulbout to create an inviting entrance as well as to emphasize visibility of the park entrance from the street.

Park Feature ideas

» Integrate a play element into the overall design to promote a family-friendly environment. Carefully locate play slides using existing topography.

» Consider a vertical element, such as steel vine structures, to provide shade and shield the area from wind while establishing a strong visual identity for the park.

» Place a multi-use plaza at the center of the park so that functions as a focal point that can be easily accessed from all functional areas.

» Locate overlook areas on the highest point of the park to take advance of the expansive vistas.

» Provide sufficient buffer between the functional areas and the street with high traffic volumes.

» Place a small performance stage on the western edge of the park to use the exposed serpentine hillside as a backdrop.



Primary circulation paths will be hardscape pathways, while secondary circulation paths will have permeable surfacing and looser natural materials.



Wooden steps can be integrated into a secondary circulation system following existing topography.



FIGURE 4-71. TUNNEL TOP PARK PERSPECTIVE

Play slides can maximize the use of the site's varying topography.



FIGURE 4-72. TUNNEL TOP PARK PERSPECTIVE

Steel vine structures can provide shade and shield the area from wind



PRIORITY PROJECT D

WOODS YARD

WOODS YARD

CONTEXT

Woods Yard Park is a 0.3-acre open space on 22nd Street, containing a playground and artistic seating areas with small patches of grass and trees. Nestled in between two seating areas, the playground features a state-of-the-art play structure designed by GroundWorks Office. The surrounding plaza presents “blockheads” attached to benches, adding a colorful and joyful character to the concrete-paved plaza. Behind the seating areas elevated grassy areas with several shade trees.

The park sits on SFMTA’s property, just north of SF Muni’s Woods Division, which is SF Muni’s maintenance yard, including a large bus storage yard, operations building, repair facility and Cable Car carpentry shop.

Woods Yard Park is the result of tireless efforts of local neighbors and advocates for a neighborhood park. Led by a partnership between the San Francisco Parks Alliance and SFMTA, the park was funded and constructed in 2014.

Several years after the opening of the park, the community is now working towards a greater vision for Woods Yard Park. The community sees great potential for the park to become a more inviting green space. The growing use of the park inspired and motivated a number of residents and neighbors to envision the future expansion of the park.

DESIGN PROPOSAL

Design and Programming Theme

» Replace existing concrete areas with planted areas.

» Consider relocation or replacement of existing children’s play area within existing extents of park.

» Add more vegetation and trees.

» Introduce solar-powered nighttime lighting program.

» Provide adult fitness equipment.

» Place more seating and benches.



PRIORITY PROJECT E

MINNESOTA GROVE

MINNESOTA GROVE

CONTEXT

Minnesota Grove is a 0.4-acre 'street park' along the east side of a short stretch of Minnesota Street, between 24th and 25th Streets.

Minnesota Grove falls under SF Public Works' jurisdiction, and through the partnership between Public Works and Green Benefit District (GBD), GBD serves as a maintenance steward for the neighborhood's green spaces.

This type of 'street park' is not a typical design nor a sanctioned use of the public right-of-way enforced by the City. However, considering the long history of the grassroots-initiated park and the challenges related to grade difference, along with the fact this street was not accepted by the city for maintenance, the Public Realm Plan strongly recommends that Minnesota Grove should remain and be enhanced and extended to the south towards 25th Street.

At the time of the plan preparation, SF Public Works embarked on an interagency effort to expand and enhance Minnesota Grove. The details of the Minnesota Grove expansion are being developed and will be revealed after the adoption of this plan. Nonetheless, the following proposes general design guidance for the future Minnesota Grove based on community input.

DESIGN PROPOSAL

Design and Programming Theme

» Expand Minnesota Grove to the south to provide a continuous pedestrian path with a landscaped buffer to the intersection of Minnesota and 25th Street. (The geometry of the expansion has not been finalized as it depends on the parking and traffic reconfiguration of Minnesota Street.)

» Regrade (and reconfigure as necessary) the existing path to provide ADA accessibility.

» Redesign the existing retaining wall to improve visibility for drivers.

» Ensure the design and landscape of the southern expansion carries over the similar theme and feel from the existing Minnesota Grove.

» Provide seating where feasible.



PRIORITY PROJECT F

OPEN SPACES UNDER VIADUCTS

Photo credit: Green Benefit District

NORTH DOGPATCH

CONTEXT

» These street-level spaces are positioned beneath overpasses at 18th Street, off Indiana Street and 20th Street, off Minnesota.

» Currently used for informal car parking or enclosed and rented out as storage facilities, these spaces are typically dark and blighted.

» Integrating these spaces into Dogpatch's streetscape and open space network would involve converting them into beautiful, publicly accessible plazas with programming and activation.

» Conversion of these places into open spaces, with the introduction of new amenities, will require coordination between Caltrans, San Francisco Public Works, and other local agencies.

PROGRAMMING IDEAS

» Passive Recreation, informal event spaces

» Art and light installations

» Seating, Planting, and other amenities



Conceptual renderings (Surface Design), courtesy of UCSF



Conceptual rendering (Fletcher Studio)

SOUTH DOGPATCH

CONTEXT

» This series of interconnected spaces surround the I-280 ramps in southern Dogpatch, between 23rd Street to the north, 25th Street to the south, Pennsylvania Street to the west, and Indiana to the east.

» A small portion of this area was converted into a small park - with a dog run and exercise equipment - in 2010.

» The street-level parcels are owned by Caltrans. Other examples throughout San Francisco (pictured) demonstrate the potential of these lands for active or passive recreational uses.

PROGRAMMING IDEAS

» Dog Run

» Adult Fitness / Exercise Equipment

» Active Recreation Facilities (Basketball, Volleyball, Tennis, Soccer or Junior Soccer)

» Skate Park

» BMX bike-scape



Basketball Courts, Mission Bay



Volleyball Courts, Mission Bay



Skate Park, western SoMa





5

RECOMMENDATIONS FOR IMPLEMENTATION

PUBLIC REALM IMPLEMENTATION GUIDELINES & STRATEGIES

The Public Realm Plan establishes certain guidelines and strategies for implementing the Plan Vision presented in Chapter 1, as well as the Objectives and Polices adopted by the Central Waterfront Area Plan (2008). The following chapter synthesizes public feedback with analysis from the City Agencies collaborating on the Public Realm Plan.





A NETWORK OF COMPLETE STREETS

A. Prioritize pedestrian safety and comfort along key walking routes

A1. Bring sidewalks up to City Standard, including ADA compliance

A2. Implement appropriate pedestrian lighting

A3. Implement mid-block crosswalks on longer blocks

A4. Implement traffic-calming measures and pedestrian safety enhancements

B. Encourage Multi-Modal Transportation

B1. Implement bicycle infrastructure to serve the city's growing ridership

B2. Restore historic mid-block pedestrian alleys and through-passages where new development presents the opportunity

B3. Implement improvements to transit station and bus stop areas for ease of use and switching between different modes

B4. Maintain access for commercial and industrial land uses

C. Maximize Greening Opportunities

C1. Fill gaps in the street tree network with new trees

C2. Increase sidewalk planted areas with climate-appropriate plantings



A DIVERSITY OF HIGH-QUALITY OPEN SPACES

A. Distribute open spaces equitably throughout the plan area

A1. Prioritize sites for improvement and acquisition that are closest to residential land uses

B. Balance needs of local residents with those of other visitors

B1. Coordinate across jurisdictions to ensure that site uses fit within the City's larger open space network and recreational facilities needs

B2. Reflect the programmatic needs of the neighborhood's shifting demographic profile of increasing families and youth

C. Maximize ecological and habitat functions of open spaces

B1. When possible, use native and locally-adapted plantings

B2. Shoreline sites should be designed to adapted to sea level rise.



EXPRESS UNIQUE HISTORY AND CHARACTER

A. Encourage the use of materials and forms that refer to industrial and maritime heritage

B. Develop street designs that are appropriate for areas of differing land uses

C. Continue developing a variety of open space types including plazas, street parks, pocket parks, and repurposing of under-freeway parcels

D Partner with local organizations on stewardship, maintenance, and activation programming in the Public Realm

E Support the adaptive reuse of historic buildings associated with past institutional uses for community-serving purposes

F Encourage incorporating historic interpretive elements, such as signs and plaques, in public and private projects

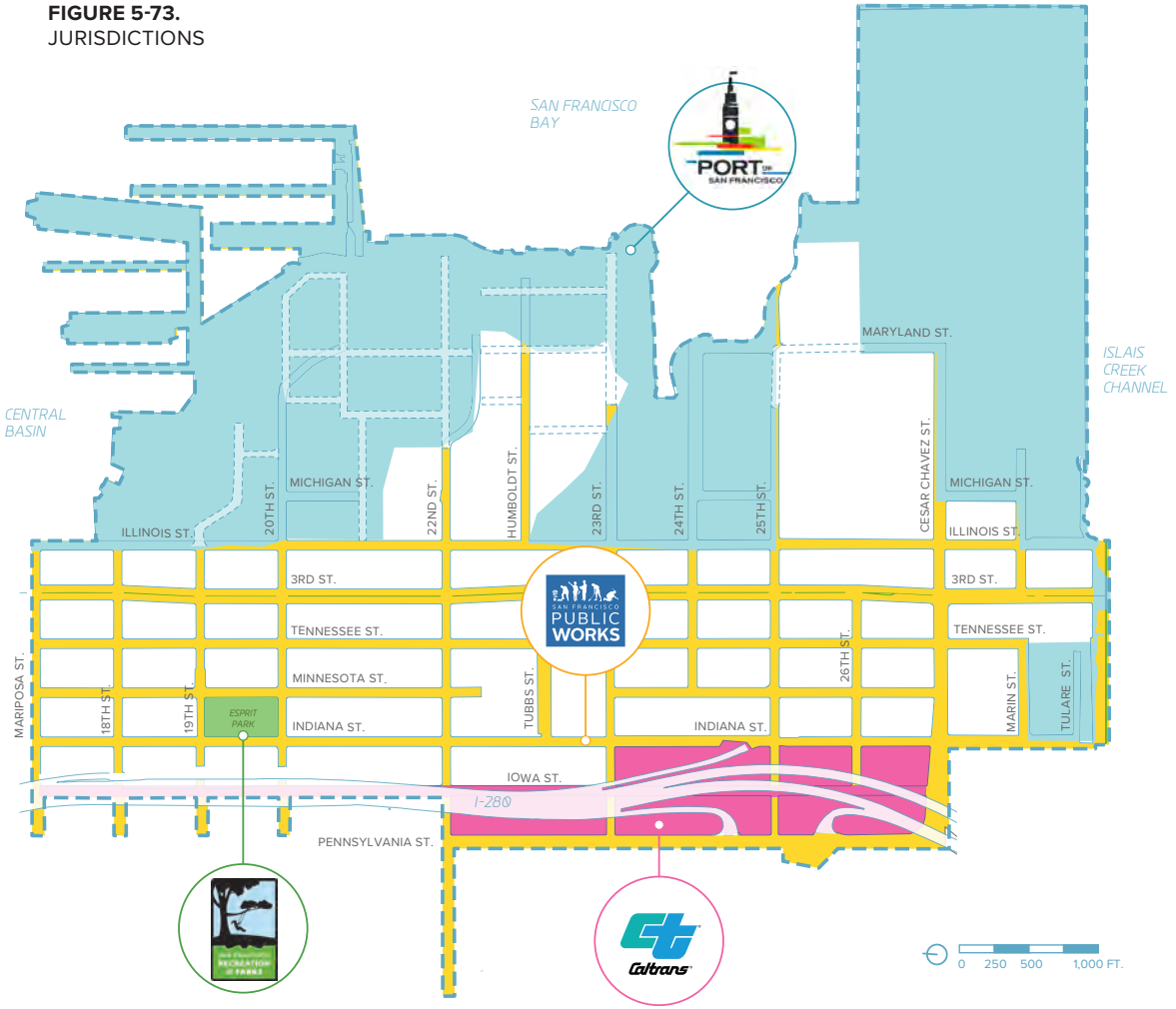
JURISDICTIONS

The Central Waterfront is comprised of several different local, regional, and state jurisdictions. City Departments include Public Works, Municipal Transportation Agency, the Port, and Recreation and Parks Department. Regional jurisdictions include the Peninsula Joint Powers Authority (Caltrain) and the Bay Conservation Development Commission. State agencies include the California Department of Transportation (CALTRANS), California State Lands Commission, and Metropolitan Transportation Commission.

Due to the jurisdictional intricacy in the Central Waterfront, infrastructure planning for streets and open space is especially complex. All east-west streets from 19th Street to Islais Creek are either managed by the Port of San Francisco or San Francisco Public Works. Agencies must continue to work together to ensure seamless pedestrian routes from the interior of the neighborhood to the Bay waterfront.

Open spaces throughout the Plan area, as well as future potential open space sites, are found on lands managed by San Francisco Recreation & Parks, the Port of San Francisco, San Francisco Public Works, CALTRANS and Caltrain. Coordination between these different jurisdictions can ensure that the network of current and future open spaces work together to provide the facilities needed by residents and visitors.

FIGURE 5-73.
JURISDICTIONS



GENERAL CITY BUDGET & CAPITAL PLANNING TIMELINE

In order to provide feedback during the annual cycle at key points when public input is sought by the City, participants in the Public Realm Plan process requested information regarding the City's budget and infrastructure planning timeline.

The below timeline shows the sequence of actions taken by different entities such as the Community Advisory Committees (CACs), the Interagency Plan Implementation Committee (IPIC), and the Capital Planning Committee in providing input to the the City Budget and Capital Plan.

Public hearings on Capital Planning are held by the Capital Planning Committee, the Planning Commission, and Board of Supervisors Land Use Committee (Item 1). The CACs also hear presentations from both the public and departments throughout the year (Item 10).

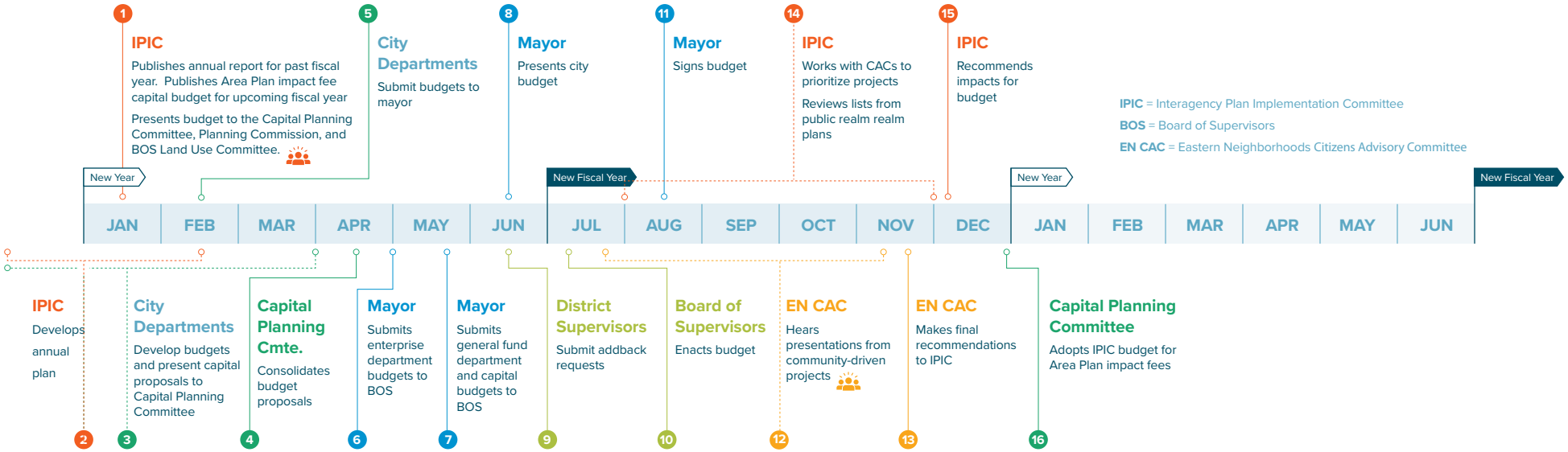


FIGURE 5-74.
TYPICAL CAPITAL PLANNING TIMELINE

IMPLEMENTATION PRIORITIES FOR COMPLETE STREETS

The Planning Department, Public Works, SFMTA, and the Port developed a capital planning framework for complete streets that broadly references citywide goals, policies and strategies including Vision Zero, Transit First priorities, and accessibility goals.

The City's capital planning framework produced a simple priority: safe and accessible pedestrian routes that connect transit stops, municipal buildings, commercial hubs and open spaces, focusing on the routes where the pedestrian infrastructure is currently below City standard.

In coordination with the Public Realm Plan, Public Works led a capital planning process to identify implementation priorities for complete streets in Dogpatch west of Illinois. The Public Realm Plan also consulted with the Port regarding complete streets within their purview (see Figure 5-73 for a map of jurisdictions). These activities led to the current capital planning priorities found in Figure 5-74.

The capital planning process involved close examination of the unique conditions in the Dogpatch neighborhood where residential development has been rapidly replacing industrial uses and missing or substandard sidewalks are not uncommon.

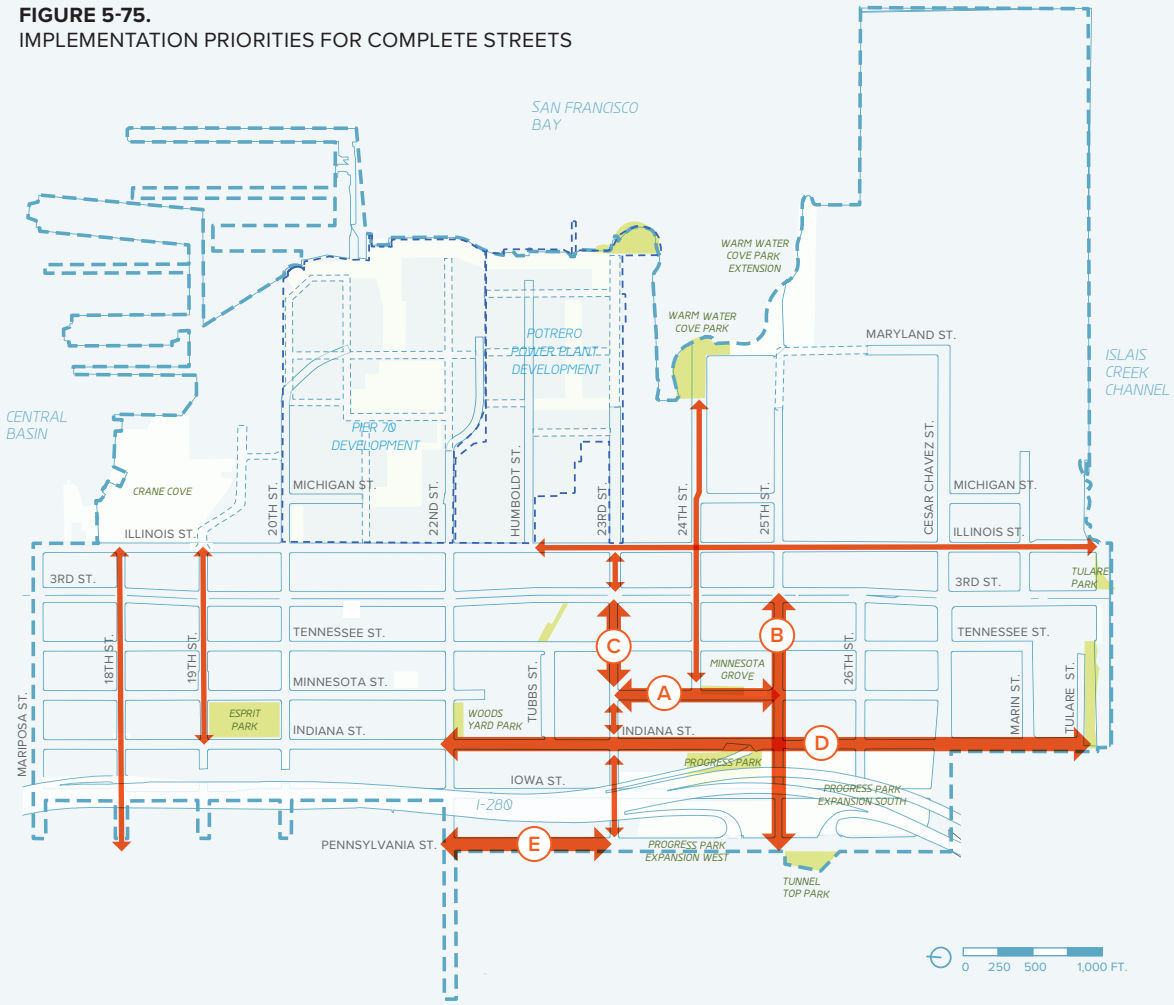
Public Works led a series of meetings with City departments to identify priorities and then worked with the EN CAC members and community leaders to confirm those priorities. This capital project prioritization process yielded two categories of key pedestrian route projects: Priority Implementation Projects where basic sidewalk infrastructure was lacking (see Figure 5-75, Projects A - E); and Second-Level Priority Implementation routes which currently meet infrastructure standards that are opportunities for enhanced quality of urban experience or greening (see Figure 5-75, Second-Level Priorities). Streets and sidewalks that were already being improved as part of a City or private development project are not included in Figure 5-75.

Through this lens, the multi-departmental Dogpatch capital planning team then reviewed an inventory of missing or substandard sidewalks (see Figure 3-27 and 3-28), as well as community input from the public workshops and surveys, and developed a mutually agreed upon list of right of way project priorities in Dogpatch. The team presented this list to the Eastern Neighborhoods CAC and other key community leaders in Dogpatch for feedback and finalize the capital planning priorities.

It was important to ensure that the Eastern Neighborhoods CAC, whose role is to provide input on public benefits using impact fee funding for right-of-way projects in the neighborhood, was in support not just of the capital planning priorities, but of the framework and process for developing it.

The framework provides a blueprint for capital projects in the Dogpatch rights-of-way. These priorities focus efforts to secure funding for these projects through sources such as development impact fees, grants, and development agreements, and working with developers to leverage their required improvements.

FIGURE 5-75.
IMPLEMENTATION PRIORITIES FOR COMPLETE STREETS



A Minnesota Street, 23rd to 25th streets, including Minnesota Grove

Scope: infill sidewalks and streetscape, intersection improvements, Minnesota Grove upgrades (ADA compliance, lighting, extension southward)

**Cost estimate:* ~$2.3M

B 25th Street, 3rd to Pennsylvania streets

Scope: infill sidewalks and lighting, bulbouts at Pennsylvania, Minnesota and Indiana streets where feasible.

**Cost estimate:* ~$5.5M

C 23rd Street, 3rd to Minnesota streets (Phase I)

Scope: infill sidewalks and lighting, bulbouts at Tennessee where feasible

**Cost estimate:* ~$2.5M

D Indiana Street, 22nd Street to Islais Creek (most potential for an ADA compliant route)

Scope: infill sidewalks, lighting and bulbouts where needed and feasible

**Cost estimate:* ~$3.5M

E Pennsylvania Street, 22nd to 23rd streets

Scope: infill sidewalks

**Cost estimate:* ~$675K

Second Level Priorities

Scope: pedestrian lighting, infill street trees, infill understory plantings, bulbouts where needed and feasible.

* 2017 Rough-Order-of-Magnitude Cost Estimates.
Assume 5% escalation costs per year.

COMPLETE STREETS PUBLIC POLLING

The public was polled three separate times throughout the community engagement process regarding priorities for improvements to streets. The first poll was administered online in the fall of 2015, followed closely by a real-time voting exercise at the first public workshop in winter 2016. Another online poll was administered in the winter of 2017 after concept designs for key streets had been shard with the public. The aggregate results are shown in the following figures.

The highest-scoring streets are associated with proximity to residential uses; for example Tennessee and both segments of Minnesota. Pennsylvania is also predominately residential, or will become so, along the northern two-thirds of its length. The highest scoring East-West Streets correlate with connections between the adjacent Potrero Hill neighborhood and the waterfront, for example 18th, 20th, and 25th Streets.

The polls can help the City determine which corridors, or segments of corridors, should be prioritized for funding, design, and implementation. They also support finer-grained analysis identifying key pedestrian routes made up of connected street segments (see Key Pedestrian Routes).

FIGURE 5-76.
PUBLIC PRIORITY POLLING FOR NORTH-SOUTH CORRIDORS (GRAPH)

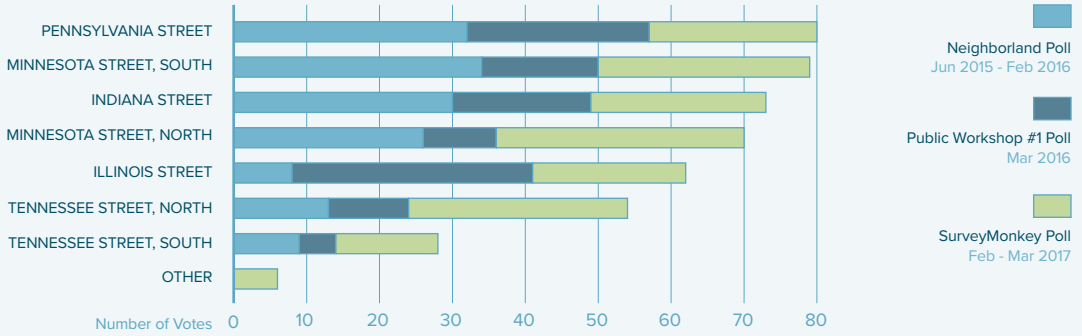


FIGURE 5-77.
PUBLIC PRIORITY POLLING FOR NORTH-SOUTH CORRIDORS (MAP)

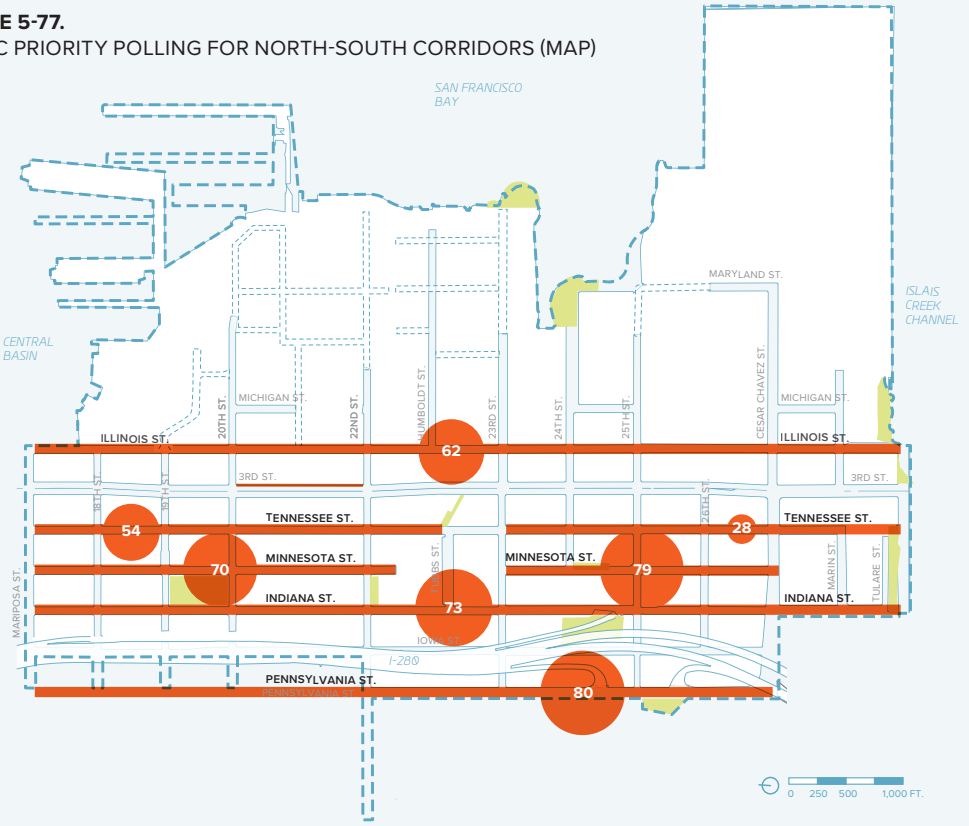


FIGURE 5-78.
PUBLIC POLLING FOR EAST-WEST PRIORITY CORRIDORS (GRAPH)

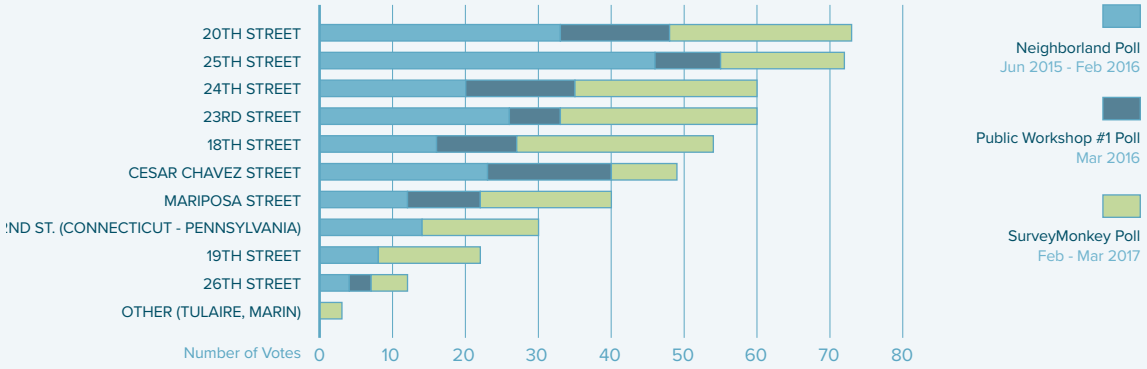
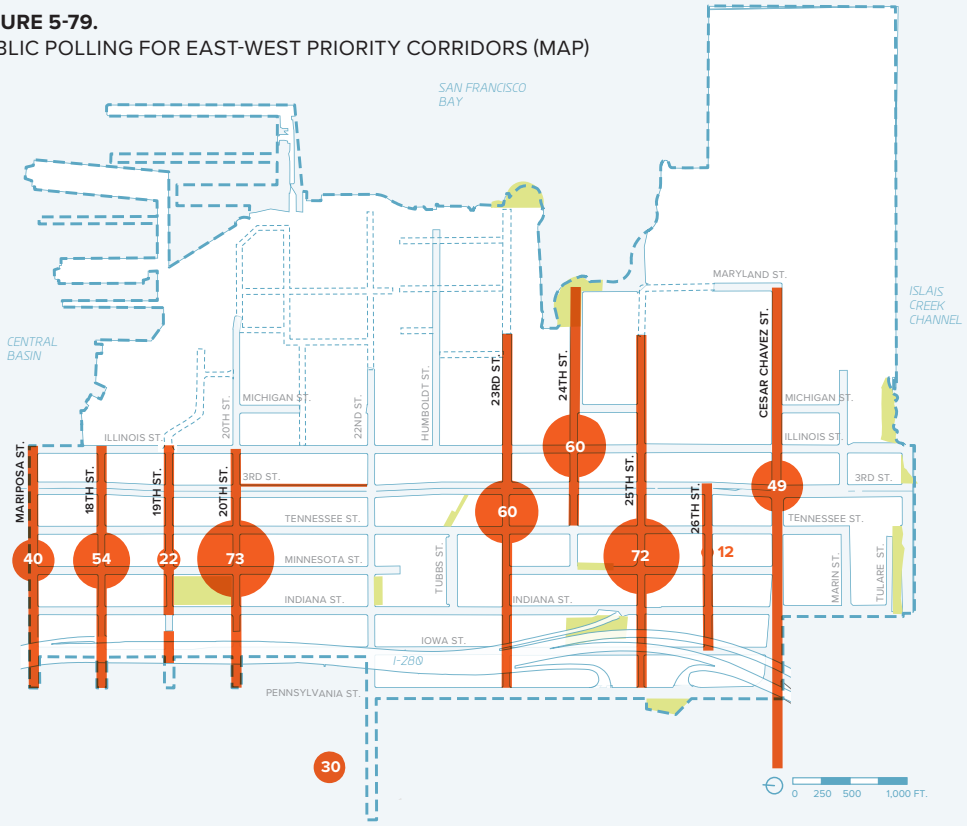


FIGURE 5-79.
PUBLIC POLLING FOR EAST-WEST PRIORITY CORRIDORS (MAP)



COMPLETE STREET IMPROVEMENT COST ESTIMATES

The Public Realm Plan solicited ideas and specific locations for Complete Street Improvements (see Figure 3-27 Street Improvements Recommended by the Public Realm Plan) while also incorporating ideas from past City-led and community-led planning efforts (see Chapter 1: Policy Background And Related Planning Efforts.)

Based on public input for locations of improvements, rough order-of-magnitude cost estimates were generated to provide a sense of scale. These estimates represent 2017 implementation costs: assume a 5% escalation increase for every year after 2017. Prioritization and programming of improvements for specific locations are determined by the implementing agencies, who will scope Capital Projects comprised of various improvements.

Complete Street Improvement Cost Estimates

PLACEMAKING



Decorative Crosswalks

Like standard crosswalks, decorative crosswalks increase visibility of the street crossing for pedestrians and motorists. Decorative crosswalks can also reinforce unique neighborhood character.

Street Types: Residential, Commercial, Mixed

Cost: $12,000 each or $48,000 per intersection

Implementing Agency or Agencies: Public Works



Street Paving - Stamped Asphalt

Stamped asphalt is a special treatment, creating patterned texture in the roadway. Depending on conditions, the stamped asphalt can also incorporate color to emphasize a sense of place.

Street Types: Residential, Commercial, Mixed

Cost Per Square Foot: $25

Implementing Agency or Agencies: Public Works



Street Paving - Textured Concrete

Textured concrete is a special treatment, creating patterned texture in the roadway. Depending on conditions, the textured concrete can incorporate integral color and scored patterns to emphasize a sense of place.

Street Types: Residential, Commercial, Mixed

Cost Per Square Foot: $50

Implementing Agency or Agencies: Public Works



Undergrounding of Overhead Utilities

Overhead utilities can be buried underground. Costs for this type of intervention must be raised by collectively by property owners fronting the streets where this infrastructure is buried.

Street Types: Residential, Commercial, Mixed

Cost Per Linear Foot: $2,000

Implementing Agency or Agencies: Public Works, but with private funding



Shared Street

A shared street is typically a single-surface right-of-way where pedestrians and vehicles mix in low-vehicle-speed conditions.

Street Types: Residential, Commercial, Mixed

Cost: Varies based on conditions

Implementing Agency or Agencies: Neighborhood Entity

Complete Street Improvement Cost Estimates

TRAFFIC & TRANSPORTATION



Corner Daylighting

Red curbs at street corners allow for better visibility between pedestrians and motorists.

Street Types: Residential, Commercial, Mixed, Industrial

Cost: Varies; funded by SFMTA

Implementing Agency or Agencies: SFMTA



4-Way Stop Sign

All-way stop signs discourage motorist speeding, as well as provide for safer crossing opportunities for pedestrians.

Street Types: Residential, Commercial, Mixed, Industrial

Cost Per Intersection: $4,200

Implementing Agency or Agencies: SFMTA



Painted Safety Zones

Painted refuges at street corners shortens crossing distances for pedestrians. These can be implemented in place of corner bulbouts for a lower cost.

Street Types: Commercial, Mixed, Industrial

Cost: Varies; funded by SFMTA

Implementing Agency or Agencies: SFMTA



4-Way Traffic Signal

Traffic Signals regulate the rate of vehicles passing through intersections, while also providing safer crossing opportunities for pedestrians.

Street Types: Residential, Commercial, Mixed, Industrial

Cost Per Intersection: $450,000 - $600,000

Implementing Agency or Agencies: SFMTA

BICYCLE FACILITIES



Class II Bicycle Lane

Striped bicycle lanes delimit a clear area for cyclists, reducing cyclist-motorist conflicts and providing a sense of safety that encourages bicycle ridership.

Street Types: Residential, Commercial, Mixed, Industrial

Cost Per Linear Foot: $87

Implementing Agency or Agencies: SFMTA



Class III Bicycle Route

"Sharrow" markings signal that the route is shared by both cars and bicycles. The markings also help cyclists navigate the City's bicycle network.

Street Types: Residential, Commercial, Mixed, Industrial

Cost Per Sharrow: $840

Implementing Agency or Agencies: SFMTA



Class IV Cycletrack

Protected bicycle lanes provide maximum safety and efficiency for the City's growing proportion of cyclists.

Street Types: Residential, Commercial, Mixed

Cost Per Linear Foot: $300



Bicycle Corral

Corrals provide efficient bicycle parking capacity in high-needs areas such as transit hubs, parks, and commercial districts.

Street Types: Residential, Commercial, Mixed

Cost per Corral: $7,500

Implementing Agency or Agencies: SFMTA



Bicycle Share Station

Bicycle Share Stations form a network that allows any person to use bikes for short trips without owning a bicycle. The stations are solar-powered.

Street Types: Residential, Commercial, Mixed

Cost Per Station: $100,000

Implementing Agency or Agencies: SFMTA

Complete Street Improvement Cost Estimates

PEDESTRIAN AMENITIES



Complete Sidewalks (where missing)

Sidewalks should use standard scored concrete paving at a minimum. In addition, special paving may be included on commercial, ceremonial, and other special streets or small streets.

Street Types: Residential, Commercial, Mixed

Cost Per Square Foot: $16

Implementing Agency or Agencies: Public Works



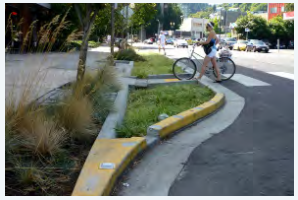
Sidewalk Plantings & Infill Street Trees

Landscaped sidewalks look great, provide habitat for birds and butterflies, reduce stormwater runoff, improve neighborhood livability and increase property values.

Street Types: Residential, Commercial, Mixed

Cost Per Square Foot: $75

Implementing Agency or Agencies: Friends of the Urban Forest and/or Fronting Property Owner



Mid-Block Bulb-Outs

Mid-Block Sidewalk extensions can expand pedestrian space or be planted. When implemented in pairs on either side of the street, they can calm traffic by encouraging cars to slow down. They can also be used at a mid-block crossing to shorten crossing distances.

Street Types: Residential, Commercial, Mixed

Cost Per Unit: $

Implementing Agency or Agencies: Public Works



Marked Crosswalks, standard at grade (where missing)

'Continental' or 'Zebra' crosswalks markings are standard in San Francisco, improving visibility of crossing for both pedestrians and motorists.

Street Types: Residential, Commercial, Mixed, Industrial

Cost: $6,000 each or $24,000 per intersection

Implementing Agency or Agencies: SFMTA



At-Grade Pedestrian Path

This inexpensive interim solution works well for transitioning or industrial areas where there are no pedestrian facilities, but dense residential development is not anticipated.

Street Types: Industrial

Cost Per Unit: $

Implementing Agency or Agencies: Fronting Property Owner



Pedestrian Lighting (on sidewalks)

Pedestrian-scale nighttime lighting sheds on the sidewalk, as opposed to general roadway lighting which sits high above the roadway. The choice of light fixture can also reinforce neighborhood character.

Street Types: Residential, Commercial, Mixed

Cost Per 100 Feet of Block Length: $100,000

Implementing Agency or Agencies: Public Works



Corner Bulb-Outs

Corner bulb-outs extend the sidewalk into the intersection to shorten crossing distances and provide additional pedestrian space. They increase pedestrian visibility, shorten crossing distances, slow turning vehicles, and visually narrow the roadway.

Street Types: Residential, Commercial, Mixed, Industrial

Cost Per Bulbout: $85 - 90,000

Implementing Agency or Agencies: Public Works



Raised Crosswalks

Raised crosswalks bring the level of the roadway to that of the sidewalk, forcing vehicles to slow before passing over the crosswalk and providing a level pedestrian path of travel from curb to curb. Raised crosswalks can be located at intersections or mid block..

Street Types: Residential, Commercial, Mixed

Cost Per Linear Foot: $1,000

Implementing Agency or Agencies: Public Works

ROADWAY



Standard Street Repaving

Street repaving involves the removal and replacement of asphalt from curb to curb. This also involves regrading the roadway surface to correct any draining issues.

Street Types: Residential, Commercial, Mixed, Industrial

Cost: $150 per ton or $2 per Square Foot

Implementing Agency or Agencies: Public Works; SF Port



Roadway Lighting

Roadway lighting provides clear illumination in automobile, transit, and bicycle lanes in the street.

Street Types: Residential, Commercial, Mixed, Industrial

Cost Per 100 Feet of Block Length: $100,000

Implementing Agency or Agencies: Public Works; SF Port

OPEN SPACE & PARKS PUBLIC POLLING

OPENS SPACES & PARKS

The public was polled three separate times throughout the community engagement process regarding priorities for improvements to the open space network in Central Waterfront. The first poll was administered online in the fall of 2015, followed closely by a real-time voting exercise at the first public workshop in winter 2016. Another online poll was administered in the winter of 2017 after a series of focus group meetings with different stakeholder groups throughout the Plan area. The aggregate results are shown in the figures to the right.

Esprit Park consistently polled highest in terms of priority for investment, being most proximate to a majority of residential land uses in the Central Waterfront; the oldest and longest-serving park in the whole plan area. Other highly scoring sites were associated with long-standing volunteer stewardship efforts (Warm Water Cove, Minnesota Grove, Tunnel Top Park, and Muni Woods Yard 'Mini-Park'). As residential and commercial development continue to intensify, especially along the waterfront and immediately to the southwest of the Plan Area (HOPE SF and other larger developments), open spaces near those areas will see more use and need for investment.

FIGURE 5-80.
PUBLIC POLLING FOR OPEN SPACE PRIORITIES (GRAPH)

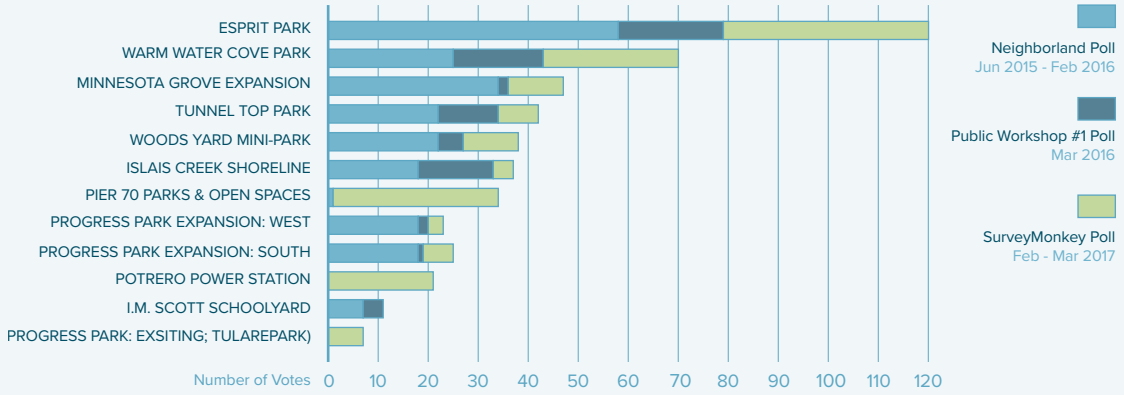
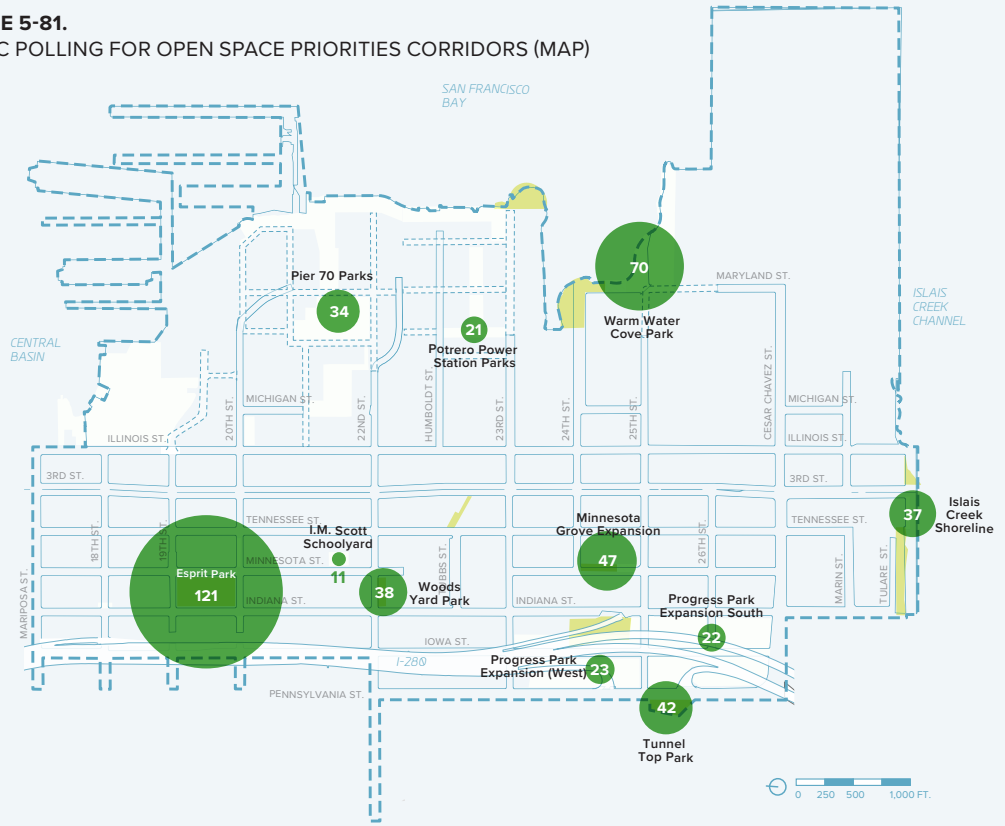


FIGURE 5-81.
PUBLIC POLLING FOR OPEN SPACE PRIORITIES CORRIDORS (MAP)



OPEN SPACE & PARKS: COST ESTIMATES & IMPROVEMENTS



Esprit Park

Cost Estimate: $7.0 M

Funding Status: $5.0M from UCSF 'Cushioning' funds and $1.7M in Eastern Neighborhood Development Impact Fees

Jurisdiction: Recreation and Parks



Warm Water Cove Park

Cost Estimate: $10.0 M

Funding Status: no funding identified at this time

Jurisdiction: Port of San Francisco



Tunnel Top Park

Cost Estimate: $3.0 M

Funding Status: no funding identified at this time

Jurisdiction: Caltrain



Minnesota Grove and Extension

Cost Estimate: $1.7 M

Funding Status: Partially funded

Jurisdiction: Public Works



Woods Yard Mini-Park

Cost Estimate: $2.0 M

Funding Status: no funding identified at this time

Jurisdiction: SFMTA



Under-Viaduct Open Spaces

Cost Estimate: Exact Scope and Cost Estimate TBD

Funding Status: no funding identified at this time

Jurisdiction: Public Works for some sites; Caltrans for other sites

APPENDIX

A

Community Engagement Summaries

WORKSHOP #1: PRIORITIZATION

Wednesday, March 9th, 2016
at Smokestack Brewery

At the first public workshop, the project team presented an existing conditions analysis of the plan area and facilitated a voting exercise to prioritize streets and open spaces for conceptual design development through the Plan effort. Each participant was allowed to vote for three projects in each category: corridors, open spaces, and district wide improvements. Participants were also able to submit additional project ideas for public space improvements. Coupled with results from an online poll via Neighborland, the project team selected projects for conceptual design development throughout the Public Realm Plan effort. For summaries of the Polling, see Chapter 5 of the Public Realm Plan.



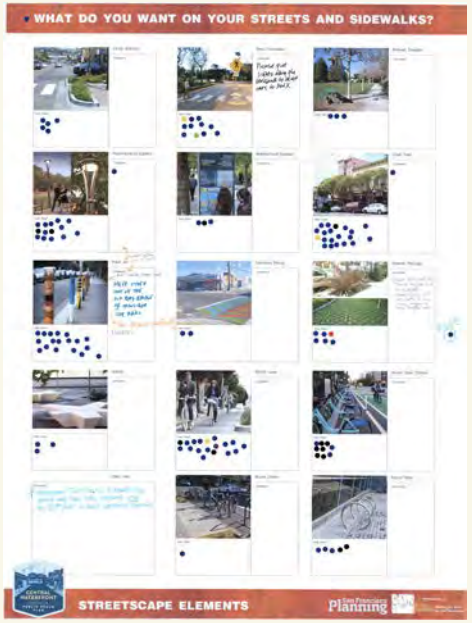






North-South Corridor Projects Prioritization Board













In addition to several informational boards on existing conditions, neighborhood history, a series of interactive boards allowed participants to convey their collective priorities for improvements to the neighborhood.

Four boards focused on Complete Streets: one on North-South corridors, another on East-West corridors, one on streetscape amenities, and another on general streetscape improvements.

Another three boards focused on open spaces: one on which should be prioritized for investment; one on open space programs and amenities; and another on general open space projects throughout the Central Waterfront.

WORKSHOP #2A: OPEN SPACES AND PARKS

Sunday, May 22nd 2016 2:00 - 4:30PM at The Minnesota Street Project

The purpose of workshop #2A was to solicit input on potential programming and designs for three open spaces that 1) ranked highly as priority projects through online and offline polling by the community, 2) did not already have a current design effort associated with them, and 3) were geographically distributed around the Plan area. The three sites were– Tunnel Top Park, Esprit Park, and Warm Water Cove.

The workshop began with a brief open house session during which participants had opportunities to review the information presented on large boards in the following topic areas: a inventory open spaces in a quarter-mile vicinity of Dogpatch, existing and proposed residential development, existing circulation, potential park programs and scenarios for each park. Participants were asked to comment in writing on the presentation materials.

Following the open house, the team gave a presentation on the project overview, existing conditions, and a menu of potential open space programs. After the presentation, groups convened for charrettes for each of the three open spaces. Most attendees participated in charrettes for one site only, based on their personal interest.

At each charrette station, project teams presented opportunities and challenges regarding each site, and potential 'programming' scenarios for feedback. Facilitators annotated plans and posters with ideas from the discussion. At the end of the charrette time, each group reported back to the larger group about key ideas discussed. Participants had a chance to hear what other groups discussed and provided additional comments. The following pages show scanned boards, hand-drawn diagrams, and summaries of comments.



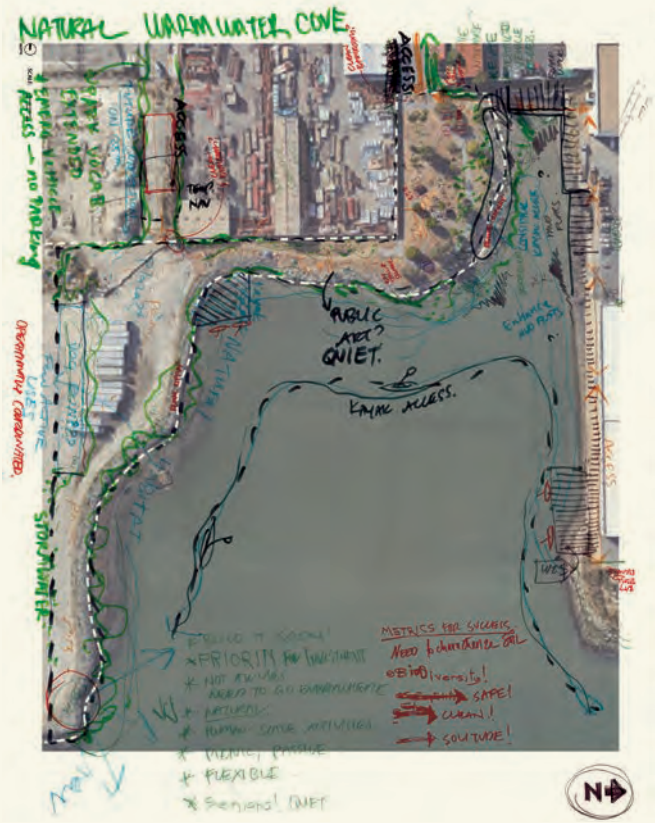






Tunnel Top Park

Participants were interested in providing educational opportunities and play areas for children, creating a flexible space that can accommodate a variety of activities, creating an inviting entry plaza and a safe sidewalk along Pennsylvania, integrating a dog play area and a bio-swale into the overall design, and exploring a means to activate the site. The diagram shown is one of several produced during the afternoon charrette.



Warm Water Cove Park

Participants were interested in creating a ‘natural’ landscape, restoring and enhancing wildlife habitats and wetlands, focusing on passive recreation uses, maximizing bayside views, and improving access to the waterfront, such as providing ADA-accessible paths. The approach to Warm Water Cove, via 24th and a future 25th Street extension, was also the topic of conversation. More greening and better nighttime lighting was emphasized for these connecting streets.



Esprit Park

Participants were interested in retaining the "secluded mountain meadow" design idea first conceptualized by the original landscape architect, Drew Detsch. Other issues included improving drainage, rehabilitating trees, adding pedestrian-scale lighting, and using topography and natural elements to delineate an official dog play area.

WORKSHOP #2B: COMPLETE STREETS

July 27th 2016 Wednesday, 8:30PM at Harmonic Brewing, 1050 26th Street

The purpose of workshop #2B was to explore the existing conditions and potential improvements for three corridors identified at Workshop #1 and subsequent online polling.

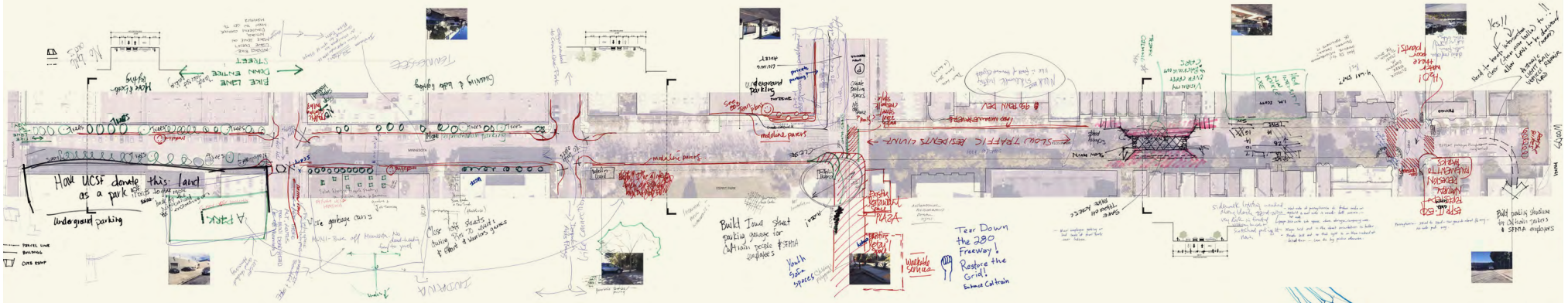
The workshop began with an open house session, where attendees could review and comment on existing conditions and potential types of street improvements throughout the district. After a brief presentation on the existing conditions and potential street improvements, participants were divided into three groups to discuss streetscape improvements for the following streets – Minnesota north, Minnesota south, and the 24th Street Green Connection. The groups were asked to rotate every 20 minutes in order to provide input on all three street segments. Public Realm Plan team members facilitated discussions at each of the three stations, recording suggestions on plan drawings for each of the corridors.







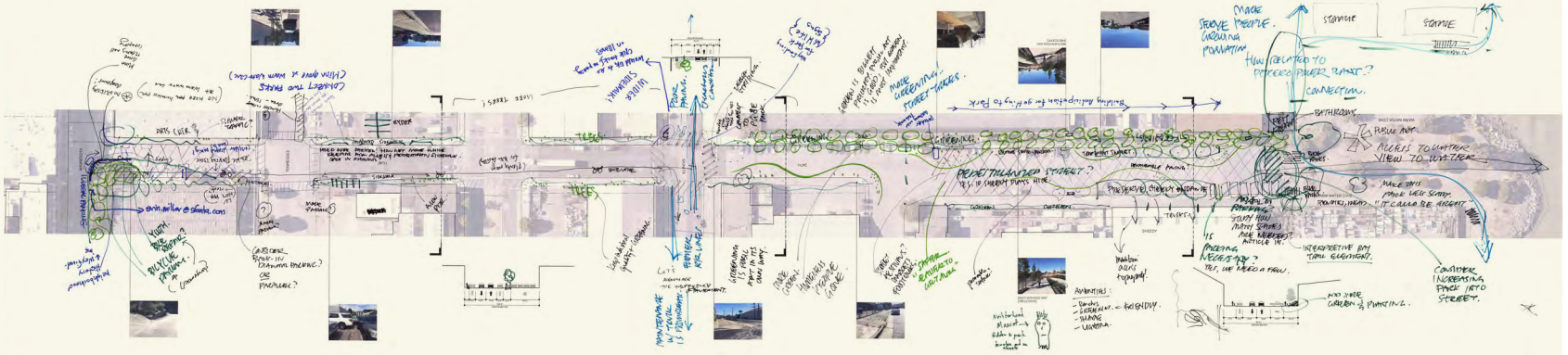
Minnesota North



Minnesota South



24th Street



STAKEHOLDER FOCUS GROUPS: OPEN SPACES & PARKS

Throughout the public engagement and conceptual design process, the Public Realm Plan team continued to identify key organizations and stakeholders associated with specific sites.

In addition to large public workshops, the team met with small groups to understand historical and existing issues, gather programming ideas, and iterate through schematic and conceptual design proposals for each site.

ESPRIT PARK

The SF Planning Department partnered with the SF Recreation and Parks Department to hold a dozen small charrettes and focus group meetings with various stakeholder groups over the course of five months, from October 2016 to March 2017. Participants included institutions such as schools and parent groups, representatives from homeowner's associations, nearby property developers and neighborhood organizations that focus on greening, dog play, and other issues. A detailed list of these organizations and meeting dates can be found in Chapter 5. Detailed notes from those meetings can be found in the Appendix.



WARM WATER COVE

The SF Planning Department partnered with the Port of San Francisco on community engagement for design of Warm Water Cove. The area under consideration included the current site, as well as an expansion to the south and east along the bay shoreline. Using a few prior studies of the expanded site, programs identified by the Port and through and focus group feedback, Fletcher Studio developed the conceptual site plan presented in Chapter 5 of this volume.



TUNNEL TOP PARK

In collaboration with architecture students from the California College of the Arts, the Planning Department and Fletcher Studio team hosted a series of design charrettes with the Tunnel Top Park Steering Committee to develop both short-term implementation ideas and long-term vision plan for the site.

CCA students led design charrettes from January through July 2016, resulting in the installation of amenities at the site that summer. The CCA site analysis fed into the next phase of charrettes, led by Fletcher Studios from April through July 2017.

MINNESOTA GROVE AREA

Though not a formally designated park, Minnesota Grove is a cherished asset in the mostly-industrial southern Dogpatch area. In partnership with San Francisco Public Works and the SF Municipal Transportation Agency, the Planning Department held a series of focus groups with local stakeholders including representatives of adjacent residential condominiums, owners and operators of nearby industrial and commercial businesses and properties, and a nearby arts organization. The outreach meetings helped clarify issues related to vehicle circulation, ADA access for pedestrians, curbside parking and loading.





COMMUNITY ENGAGEMENT FOR ESPRIT CONCEPT PARK DESIGN

The history of Esprit Park warranted a series of in-depth conversations with user groups to better comprehend its needs and mold its vision for the future. The following section outlines the process of the community's engagement in chronological order, and how the conversations with the community shaped the design of the future Esprit Park. The community engagement process involved two rounds of public workshops, a series of focus group meetings, online and off-line surveys, several rounds of reviews with the Dogpatch Neighborhood Association's design and development review committee, accompanied by on-going discussions with key stakeholders.

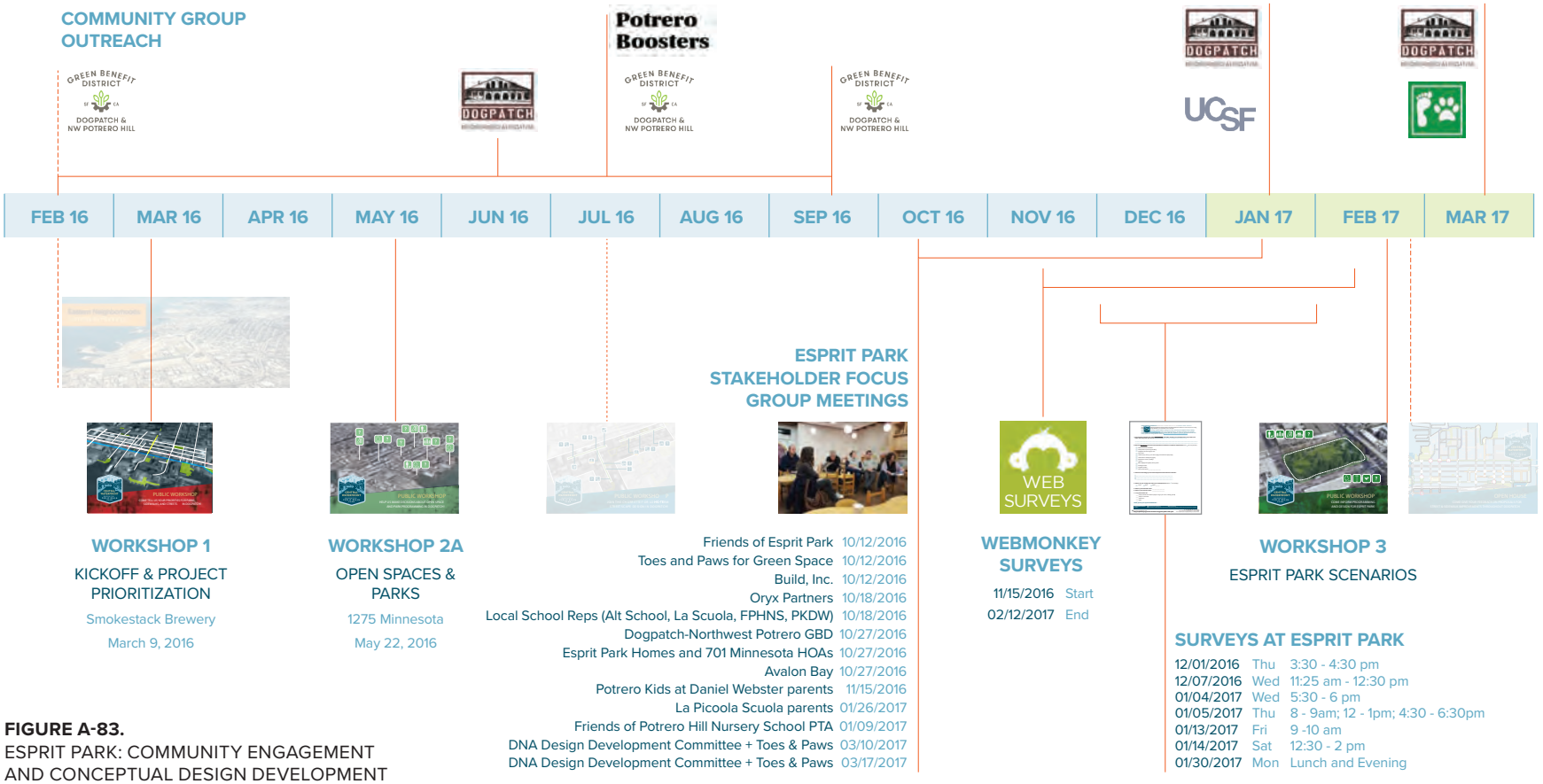


FIGURE A-83.
ESPRIT PARK: COMMUNITY ENGAGEMENT AND CONCEPTUAL DESIGN DEVELOPMENT

Workshop #2A

At Workshop 2A, the community met for the first time to discuss Esprit Park's future after its selection as a priority project. The project team presented opportunities and challenges regarding Esprit Park along with potential programming scenarios for feedback.

During the small group discussion, participants gathered at the Esprit Park table and shared their concerns and visions. Many participants expressed the need to improve current conditions regarding drainage, declining trees conditions, and unregulated off-leash dog play areas.

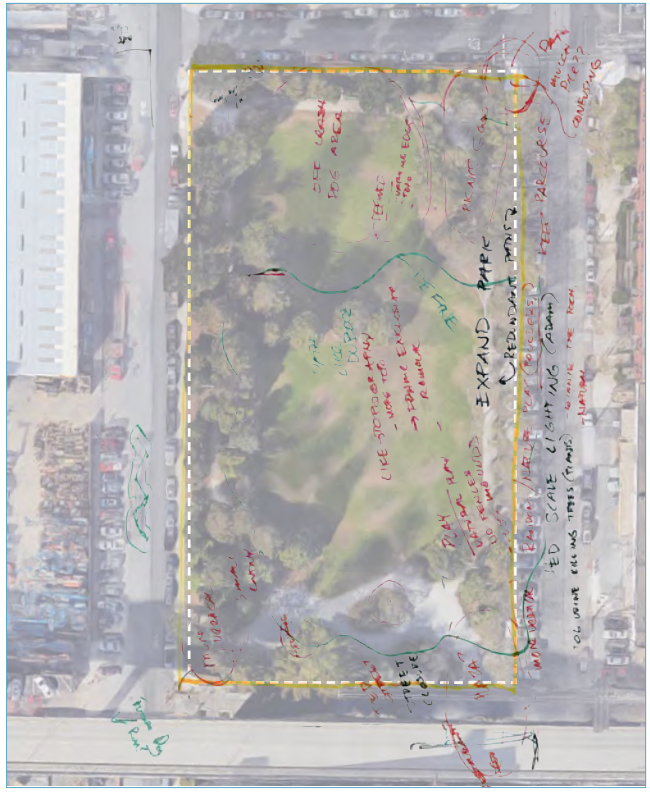
While participants did not reach a consensus on potential design and programming for future Esprit Park, the majority agreed that the urban forest feel should be preserved and that current issues involving drainage and vegetation should be addressed as a priority. Many were concerned that the present conditions would only worsen with increased use caused by the rapidly growing population.

Because of its central location and its unique character as the neighborhood's only green space, many people emphasized a variety of "community friendly" programming needs, including upgrades to the existing fitness equipment and passive green meadow with picnic tables, an official dog play area and a universal play area. Opinions varied on whether there should be a designated off-leash dog play area or not.

At the end of the workshop, the small group created a mark-up map showing their vision for future Esprit Park with several pending questions raised.



Potential scenarios presented at Workshop #2A



Marked up map from the small group discussion at Workshop #2A

Focus Groups

Esprit Park Focus Group Meetings October 2016 to January 2017

The project team conducted focus group meetings to solicit more in-depth information on Esprit Park's users, challenges, and opportunities, and to hear from each stakeholder group about their priorities and vision for the park.

Focus groups were formed based on information collected at Workshop 2 and on suggestions from the neighborhood organizations including Toes and Paws for Green Space, Dogpatch Neighborhood Association, and Dogpatch and NW Potrero Green Benefit District.

The following graphic summarizes the most commonly discussed ideas, concerns, and issues at the focus group meetings. For more detailed meeting notes, see *http://default.sfplanning.org/Citywide/Dogpatch_CtrlWaterfront/EPFG_Meeting_Notes_All_2017.01.20.pdf*

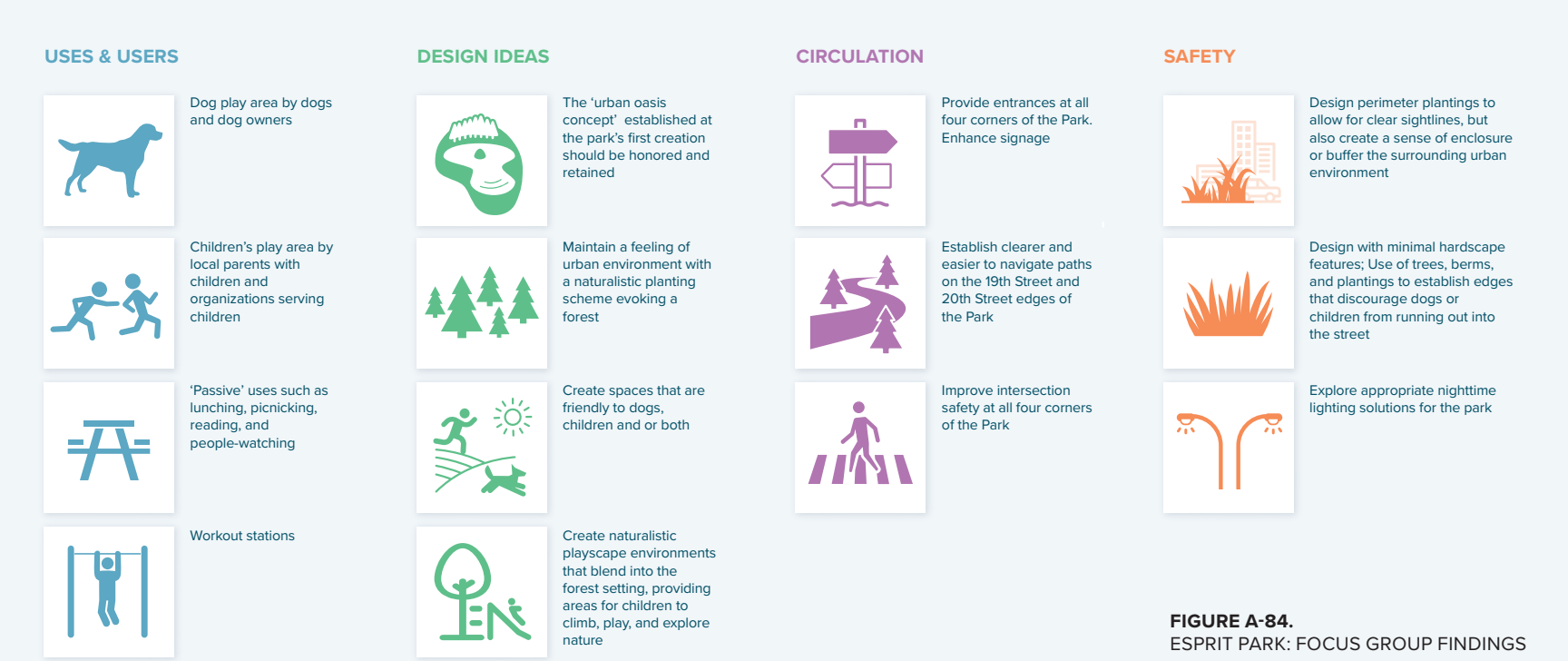


FIGURE A-84.
ESPRIT PARK: FOCUS GROUP FINDINGS

EXISTING USE PATTERNS SURVEY

Online Survey: From October 2016 to February 2017
On-site Surveys: From December 2016 to January 2017

Since the intent of the re-design isn't merely to serve existing users, a survey was conducted to understand current trends and to better assess both existing and potential users' needs. The results are summarized in the following section.

Respondents

Of the total of 469 respondents, 77% responded that they use Esprit Park.

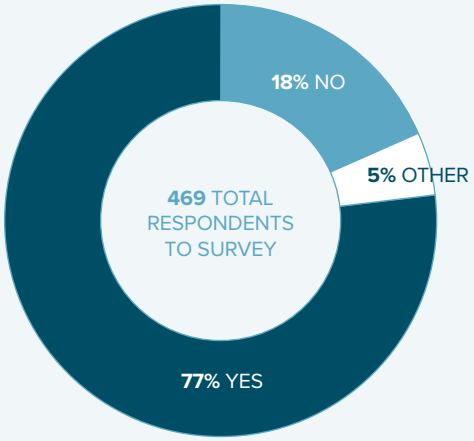


FIGURE A-85.
ESPRIT PARK: SURVEY RESPONDENTS

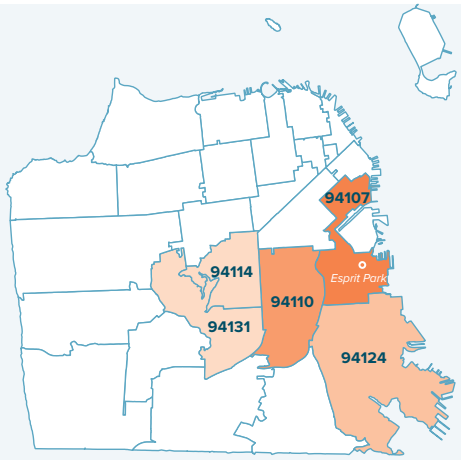


FIGURE A-86.
ESPRIT PARK: RESPONDENTS BY HOME ZIP CODE

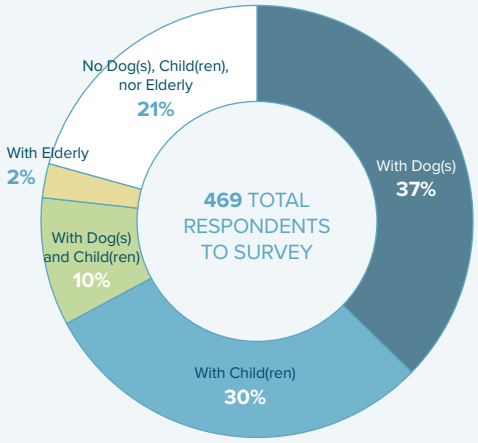


FIGURE A-87.
ESPRIT PARK: RESPONDENTS' HOUSEHOLD COMPOSITION

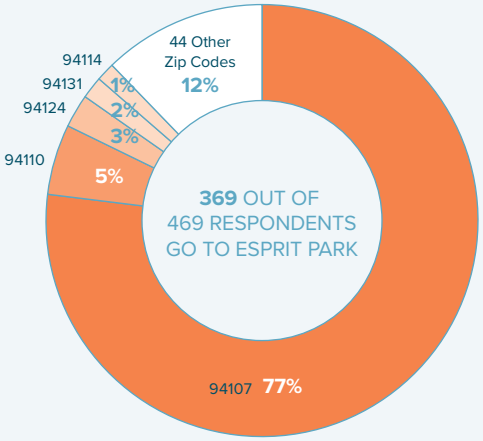


FIGURE A-88.
ESPRIT PARK USERS' HOME ZIP CODE

What do park users do THERE?

Many responded that they walk and/or play with their dogs.

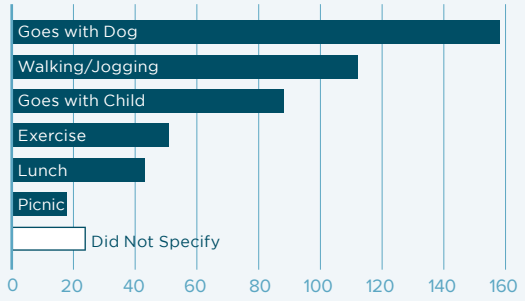
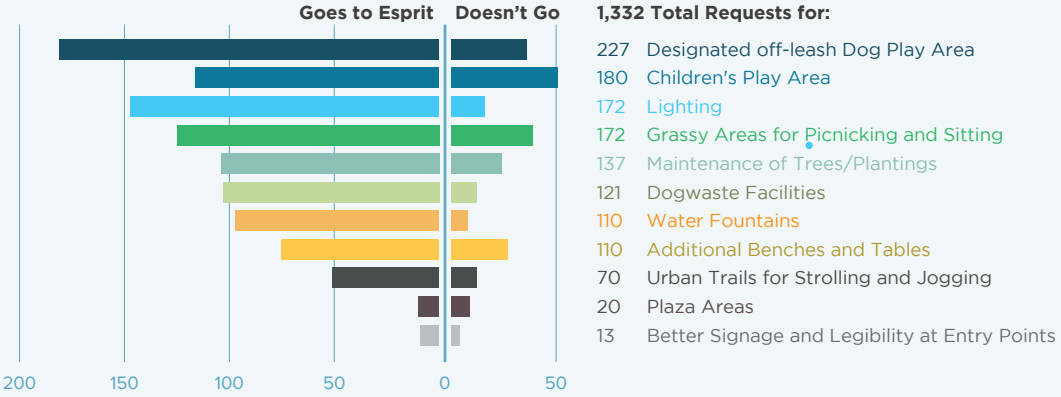


FIGURE A-89.
ESPRIT PARK: ACTIVITIES

What do respondents want for Esprit Park?

Both park users and non-park users identified 3 things needed for Esprit Park. The top three most voted ones are: designated off-leash dog play area, children's play, lighting and grassy areas for picnicking and sitting.



1,332 Total Requests for:

227	Designated off-leash Dog Play Area
180	Children's Play Area
172	Lighting
172	Grassy Areas for Picnicking and Sitting
137	Maintenance of Trees/Plantings
121	Dogwaste Facilities
110	Water Fountains
110	Additional Benches and Tables
70	Urban Trails for Strolling and Jogging
20	Plaza Areas
13	Better Signage and Legibility at Entry Points

FIGURE A-90.
ESPRIT PARK: WHAT RESPONDENTS (1,332 TOTAL)

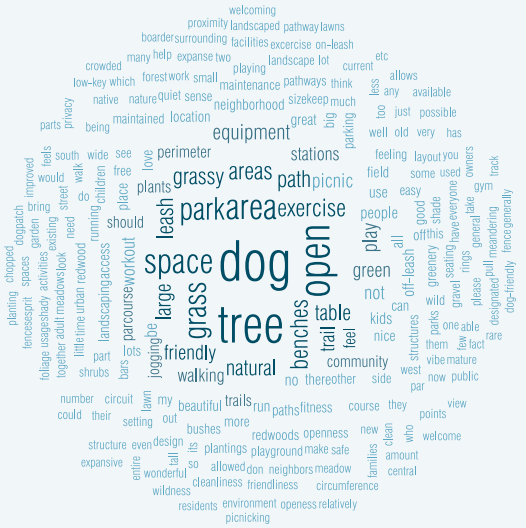
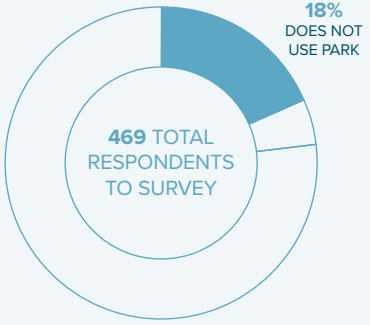


FIGURE A-91.
WHAT ABOUT ESPRIT PARK SHOULD BE RETAINED?

Why don't respondents go to Esprit Park?

109 out of 469 respondents indicated they do not go to Esprit Park. The reasons why they do not use Esprit Park include off-leash dogs, a lack of playgrounds, a lack of lighting, and poor drainage.



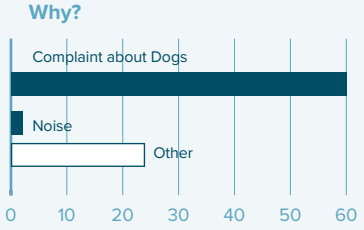


FIGURE A-92.
WHY DON'T YOU GO TO ESPRIT PARK?

"Off leash dogs"
"A fence is needed"
"Public Health"
"Poop"
"Lack of Child Play Area"
"Poorly Maintained Trees, Shrubs"
"Needs more lighting. Dark in the evenings"

Park Use Patterns

FIGURE A-93. ESPRIT PARK: FREQUENCY OF USE

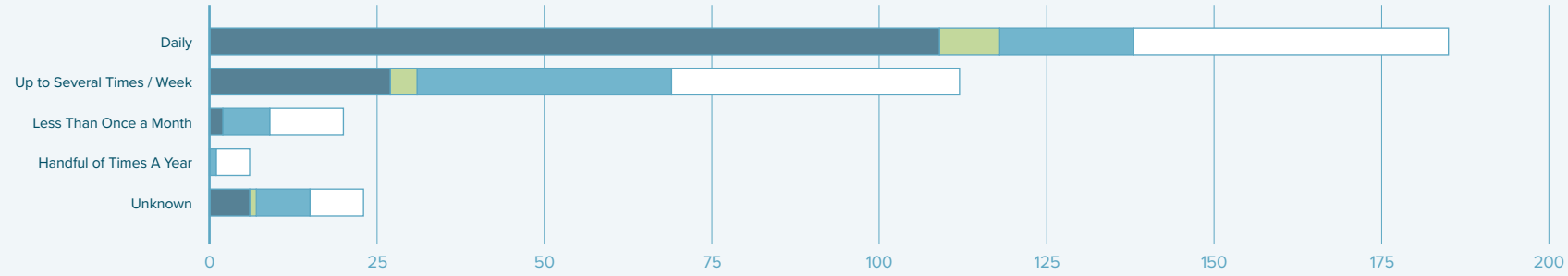


FIGURE A-94. ESPRIT PARK: TIMES OF DAY MOST USED, AND BY WHOM

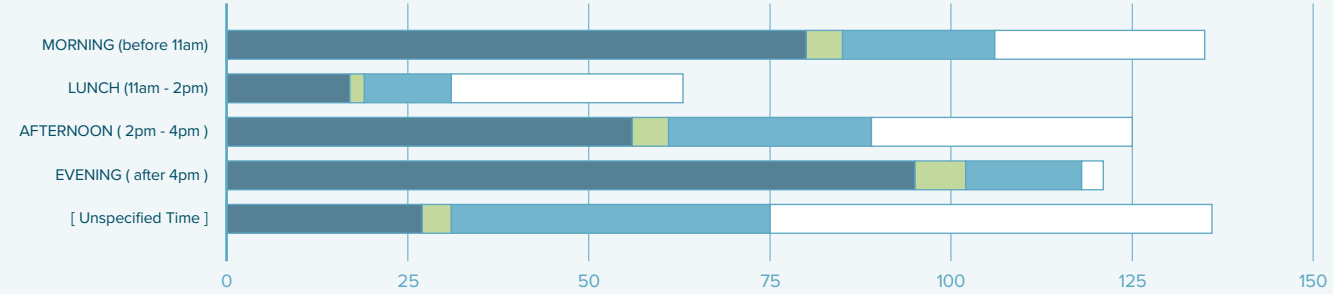
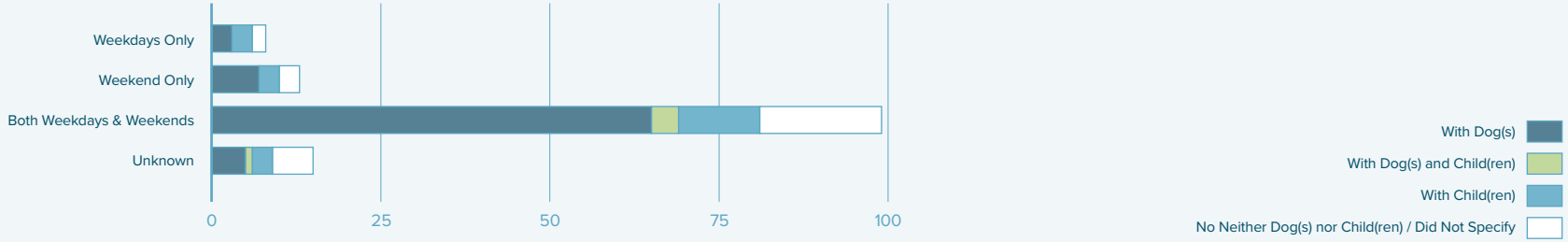


FIGURE A-95. ESPRIT PARK: WEEKDAY VS. WEEKEND USERS



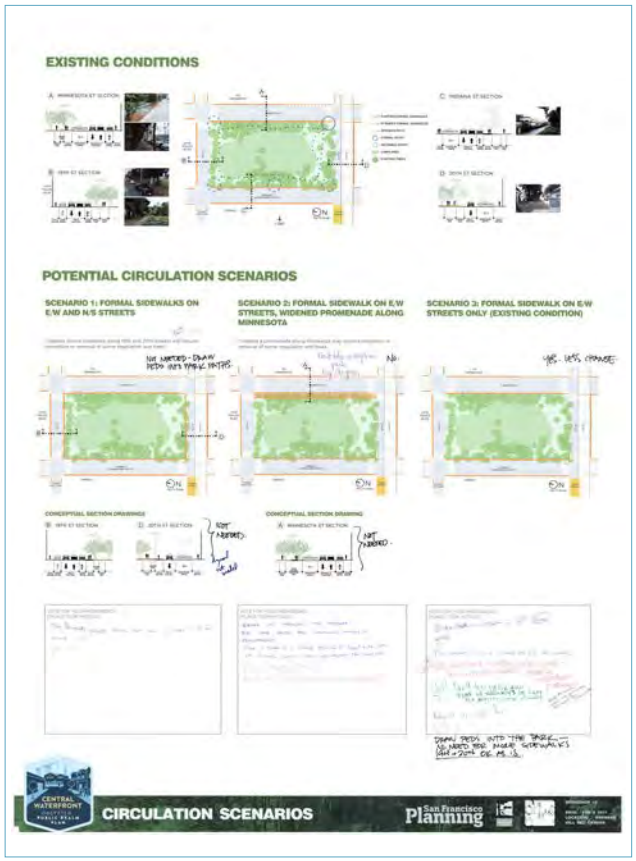
WORKSHOP #3: ESPRIT PARK SCENARIOS

Based on the input received, the project team created design alternatives and presented them at the third workshop on February 8, 2017. The design recommendations were broken into four different categories – programming, edge treatment, circulation, and vegetation. While looking at the park holistically is the ultimate goal, breaking down areas of concern into four domains helped the community comprehend issues and prioritize improvements. Participants provided feedback on the proposed alternatives either verbally or via mark ups on the boards.

At the beginning of the workshop, an over-view on the project as well as the history of Esprit Park was presented. Drew Detsch, the original landscape architect for the park, came to the workshop to present the intent of the original park design.

This workshop also specially allocated time for public forum (speech). Participants signed up for a 2-minute speech to express their concerns, preferences, or vision for the park. This venue allowed participants to vocalize their ideas and communicate with people who might have different opinions and priorities.

Based on written and verbal comments, the project team was able to move forward to the next stage – design recommendations.



Circulation scenarios presented at Workshop #3



Programming palettes presented at Workshop #3

Dogpatch Neighborhood Association Design Review

Based on input from focus groups, surveys, and Workshop #3, the project team put together a set of design recommendations for the Dogpatch Neighborhood Association (DNA) design and development committee review. As a neighborhood association, DNA oversees the design of developments in Dogpatch. Therefore, it was suggested that the project team go through DNA's review process like any other development projects coming to Dogpatch. The design and development committee and a few stakeholders joined the review meetings. Part of the review process was also to confirm a range of proposed improvements to be included in the cost estimate for future funding purposes. DNA provided comments on the overall design as well as on items to be included in the cost estimate.

Community Endorsement And Post Plan Adoption

The design development process for Esprit Park constantly engaged and communicated with a range of stakeholders. Representatives from Dogpatch's active neighborhood organizations, including DNA, GBD, and Toes and Paws for Green Space, all took part in the design development effort. The design recommendations included in this plan are a result of the close, lengthy collaboration between City agencies and the community. Although not all of the delicate conversations were documented here, DNA, GBD, and Toes and Paws for Green Space issued a letter of endorsement as proof of the community taking the ownership of the recommended design. The collaborative team work helped to secure enough funding for Recreation and Parks, the City agency with jurisdiction over Esprit Park, to embark on the implementation of the recommended design. To maintain the momentum, RPD formed a project team that is scoping out the project and establishing the timetable for the Esprit Park renovation project concurrently while this Public Realm Plan is being finalized. Meanwhile, the PRP team is working with RPD to complete a civil survey, which is the very next step prior to detailed design and engineering. Key stakeholders will continue to be engaged in the detailed design and implementation phases.

WORKSHOP #4: COMPLETE STREETS

Tuesday, February 21, 2017, 6:00 – 8:30 PM at Harmonic Brewing at 1050 26th Street

This workshop built on public input gathered at 2B: Complete Streets in July 2017. A draft set of complete streets investments such as sidewalks, marked crosswalks, bicycle facilities, and other measures were presented for the whole plan area. Conceptual designs for the representative streets - Minnesota Street north, Minnesota Street south, and 24th Street - were also presented at large scale. More in-depth studies for specific projects, such as the Minnesota Grove area (on Minnesota between 23rd and 25th), the Indiana Street bikeway, and SFMTA's neighborhood parking plan were also shared. See Appendix C for more detail on those projects.

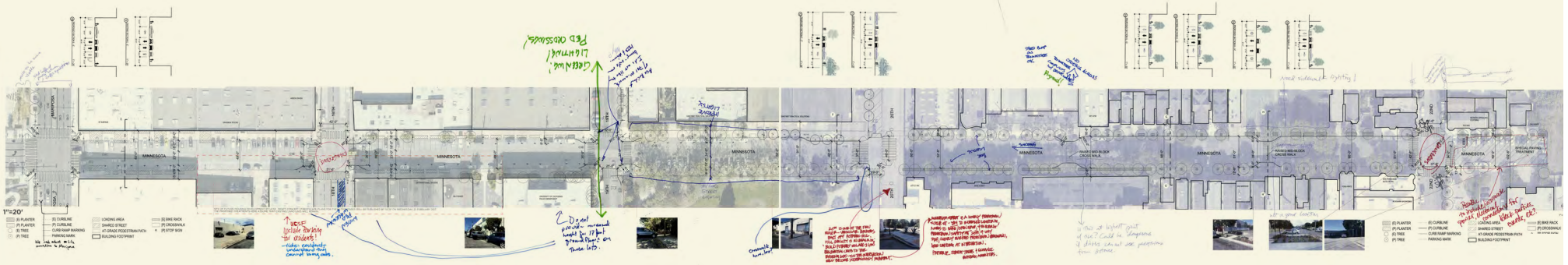
Attendees were able to review these refined materials and provide feedback on the proposals. Feedback was recorded on all the drawings and plans. This feedback was used in further analysis and refinement by the City team, resulting in the final concepts presented in Chapter 3 of this the Public Realm Plan.







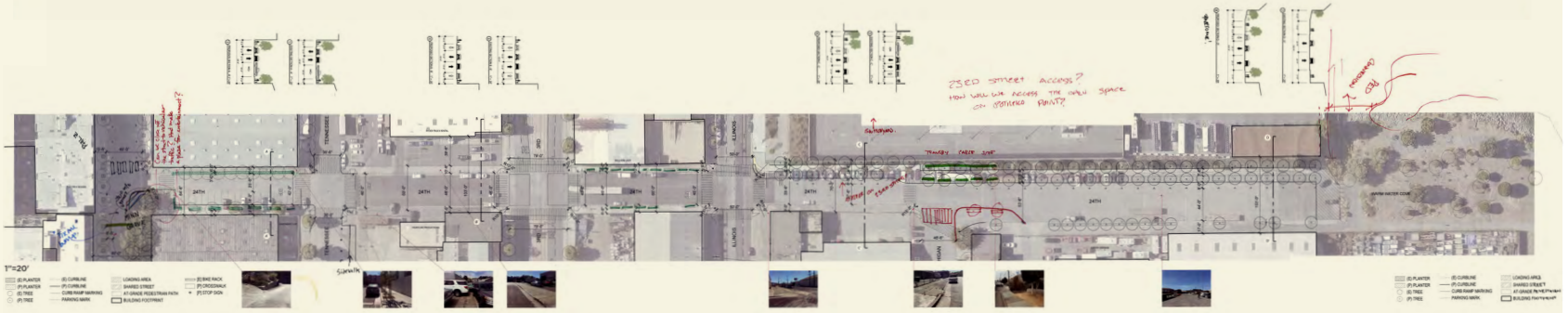
Minnesota North



Minnesota South



24th Street



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APPENDIX

B

Open Spaces: Historical & Site Analyses

ESPRIT PARK

HISTORY

Esprit Park was originally built as a corporate garden for a clothing manufacturing company, Esprit De Corp, in the early 1980s. A City block adjoining the Esprit headquarters, once having housed an old galvanizing plant and truck yard, was bought by Doug & Susie Tompkins and transformed into an English parkland. The Tompkins hired Andrew Detsch for the park design. The intent of Esprit Park was to provide an oasis next to the company's headquarters in what had been a very gritty industrial area. The park featured a forest planting of major trees, accented by colorful plantings including flowering magnolia and cherry trees, extensive plantings of rhododendrons and azaleas. Tall and dense vegetation and underbrush plants were used as a screen to create an enclosed green space with

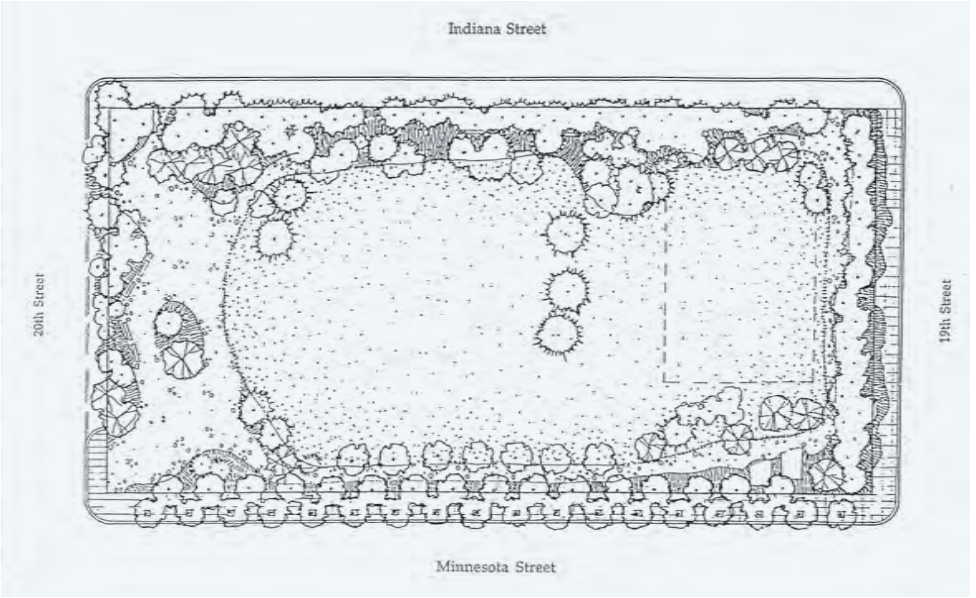


FIGURE A-97. ESPRIT PARK: ORIGINAL CONCEPT DESIGN BY ANDREW DETSCH

FIGURE A-96. ESPRIT PARK HISTORY



1968
Esprit de Corps formed by Doug & Susie Tompkins



1971
Esprit de Corps moves into brick winery at 900 Minnesota Street

ESPRIT

1979
Esprit Park Conceived. Parcel purchased by *Esprit de Corps*

Galvanizing Plant & Truck Yard Demolished

1980-1982
Andrew Detsch hired by *Esprit de Corps* to design & build Esprit Park

Park Constructed & Planted

1982-1995
Park Management & Maintainance by *Esprit de Corps*

Open Public Access



1995
Friends of Esprit Park forms to save the site from development

Esprit de Corps changes ownership

1995-2001
The Park designated "Priority 1" for acquisition by Recreation & Park Deptartment

Friends of Esprit Park holds fundraisers & Campaigns with the Rec & Parks Open Space Committee

2001
Ownership & transferred to Recreation & Park Department

Mayor Brown helps obtain the Park for the City

2003
Recreation & Park Department replaces irrigation & subsurface drainage system

2004-2008
'Homes on Esprit Park' Condominiums Developed



GREEN BENEFIT DISTRICT
SF CA
DOGPATCH & NW POTRERO HILL

2016
Green Benefit District initiates 'Jumpstart' spot improvements

2015-2017
City departments undertake *Public Realm Plan* to Scope Design & I.D. Public Funds for park

we are here

2018-2022
Esprit Park Detail Design & Implementation

CENTRAL WATERFRONT DOGPATCH PUBLIC REALM PLAN

1970 1980 1990 2000 2010 2020

two open meadows. The western edge of the park employed thick layers of vegetation to block the freeway noise.

Until the Tompkins lost the ownership of Esprit in the late 1990s, the park was managed and maintained by Esprit with public access allowed. When rumors circulated that Esprit would be selling the park, the neighbors, who had grown to love and depend on the park for relaxation and recreation, formed Friends of Esprit Park with the goal of seeing the park saved from development. After years of work by the Friends of Esprit Park, including fund raising, consulting with the Trust for Public Land and applying for funding through the Rec/Park Open Space Committee, Esprit Park was finally acquired by the City and transferred to Recreation and Parks in 2001. However, the park suffered as a result of the transition from private to public entity. With its unique topography; namely, being built on top of serpentine rocks with thin layers of soil, Esprit Park required careful and attentive maintenance that was challenging with limited public funding. Some plants grew unruly while many others wilted, became sick and died. Despite the efforts of the Friends of Esprit Park to preserve the original beauty, the park's upkeep and some plantings changed from the highly focussed and high resource attention of a private park to city's park maintenance levels that require upkeeping parks throughout the city. As a result, the parks original manicured design has declined, with cars parked along its edges. To address irrigation and drainage issues around the park in 2003, RPD replaced the irrigation system and added a subsurface drainage system, which helped the lawn recover from being muddy. Today, parts of the lawn have turned brown and died due to heavy usage, while the rest of the lawn suffers from muddy conditions from overwatering and when it rains.. Today, parts of the lawn have turned brown and died, while the rest of the lawn now suffers from overwatering and being muddy when it rains.

Nonetheless, the park has become more popular as the neighborhood's population grows. It has been and still is well loved and used by neighbors. The park may have changed its appearance and lost some of its original features, but the intent of the park remains the same - serving as an urban oasis for the neighborhood.

SITE ANALYSIS

Opportunities and Challenges

Esprit Park possesses a great number of assets. A lot of mature trees, including Giant Sequoia trees are still in place, creating an urban forest feel and look, shielding the meadow area from the gritty, urban surroundings. The layout of the park remains viable for today's park users. The park layout is flexible enough to accommodate a change of user types or use patterns. The challenge, however, is that park was originally designed for much lower user volumes as a passive open space. The layout still works for today's use, but the ever growing increase in population and frequent usage of the park may warrant an increase in meadow size and/or a reconfiguration.



Photo by Andrew Detsch

Esprit Park in the 80's



Photo by Andrew Detsch

Tennis courts in Esprit Park in the 80's

Furthermore, Esprit Park contains a set of physical challenges. The park sits on top of serpentine rocks with a thin layer of soil. The thin layer of dirt creates a difficult environment for trees to survive. The thin soil depth also requires special engineering for drainage and a considerable amount of maintenance on drainage and irrigation systems. The edges of the park are elevated to give more soil depth for large trees. The center of the two meadows was elevated so that runoff were directed towards the edge of the park where a drainage system existed. When the City took over the park, limited funding caused deferred maintenance, which caused the original drainage and irrigation systems to fall into disrepair. It did not take much to break the delicate balance between the drainage and irrigation systems and the thin layer of soil. Some parts of the lawn were overwatered to compensate for the worn-out or broken irrigation system, which in turn led to further drainage issues. Irrigation and drainage directly affect trees' health. A few trees have died, and several are in poor condition. Though not directly related to the drainage issue, some of the trees are reportedly approaching the end of their life span.

Esprit Park was raised to the top of the City's priority capital projects list mainly because of two reasons: 1) on-going drainage and irrigation issues, which affect the quality of trees and lawn in the park and 2) an increasing need for designated off-leash dog play area. An increase in urban pets is a national trend, especially in big cities like San Francisco. With the upcoming new residential developments in the development pipeline, the dog population in Dogpatch will continue to increase. Esprit Park has been used as an unofficial dog play area since the early 2000s. The lack of dog play areas in the vicinity and the lack of enforcement have contributed to attracting dog owners to Esprit Park. Esprit Park has been falsely advertised as a dog park. The tension between dog owners and non-dog owners, mostly parents with young children, rose dramatically in the 2000's. Parents and teachers are not comfortable with the idea of



Giant Sequoia trees and dense vegetation create an urban forest feel.



Esprit Park serves various types of park users

WARM WATER COVE PARK

HISTORY

Warm Water Cove Park is located on filled bay land, the bay was filled for maritime industrial use in the late 1800's, the park was created in the early 1970's as a mitigation measure to improve the Port's maritime cargo facilities. The Port and community have struggled to find an active positive use or user group for the park since it was built. This is largely due to its industrial setting and lack of proximate residential neighborhood. Many in the community identified the park as 'Toxic Tire Beach'. In 2007 the Port along with Green Trust and with assistance from Public Works did a makeover, removed many of the old tires from the tidelands, cleaned the grounds of brush and trash, and furnished the park with new paths and plantings. The park is now home to several native plant and wildflower gardens along with picnic tables and benches. SFGreen Trust have been the neighborhood stewards for the park through periodic clean- up events.



View of Warm Water Cove looking towards northern shore.

SITE ANALYSIS

Opportunities and Challenges

The location of the park itself makes it attractive as its natural geological placement provides expansive views to the bay and to the surrounding hills. Upon the completion of the Blue Greenway along the Central Waterfront, bikers and joggers will be able to reach Warm Water Cove Park from the north through a multi-use path from Pier 70 and the former Power Plant site. The southern expansion will also allow access from 25th Street. Increasing the number of access points to the waterfront will greatly benefit people, especially those working and living in Baja Dogpatch.

Contaminated sediment and industrial operations precludes water recreation as well as a beach due to both environmental and cost concerns. Fishing piers and small boat launching decks may be feasible, pending environmental and geo technical studies, however are very costly. Shoreline improvements may foster opportunities for mudflats and coastal habitat expansion.

The flip side of taking advantage of the shoreline access lies in use restrictions for coastal resource protection. For instance, to protect shoreline communities, night-time lighting should be limited, and public access should be designed not to disturb coastal habitats. Any work within 100 feet of the shoreline is subject to San Francisco Bay Conservation and Development Commission (BCDC)'s review to ensure that the proposed work not only preserves, but enhances the bay. In addition, Warm Water Cove Park is under State Lands Commission's purview, as it occupies state granted land. Improvements to Warm Water Cove Park should not focus on local open space needs, but be beneficial to the community in accordance with the public trust doctrine.

TUNNEL TOP PARK

HISTORY

Tunnel Top Park is a local grassroots initiative of residents in the Potrero-Dogpatch Neighborhood. For many years, this remnant piece of land was treated as an informal dumping ground. In July of 2014, the Tunnel Top Steering Committee formed to transform the site into a community-serving open space. The project, under the Fiscal Sponsorship of the San Francisco Parks Alliance, entered into a lease agreement with Caltrain for use of the site in 2015; and volunteer removal of the garbage and debris began that same year. The Steering committee pursued and was awarded its first funds by the San Francisco Community Challenge Grant Program in December 2014. This first grant funded conceptual site planning by Groundworks Office, as well as 'Phase 1' projects such as paths, an overlook, and a large gathering space or 'plaza.' 'Phase 1' site improvements were implemented by CATMEX and supplemented by volunteer community workdays throughout 2015 and 2016. In November 2015 Tunnel Top Park was the recipient of a San Francisco Carbon Fund Grant, which resulted in the planting of over 450 plants and trees.

SITE ANALYSIS

Opportunities and Challenges

The site's natural features bring great value to the park. The exposed serpentine hillside frames the expansive vistas from the park. Its varying topography naturally divides functional areas and forms vista points throughout the site. Building on these natural assets, during Phase 1, the Steering Committee created a flex space in the flat area for community gathering along with a meandering path following terraced hillsides connected from 25th Street.

The site has such expansive views because it is located on the hillside and immediately next to I-280. The downside of its location involves speeding traffic on Pennsylvania and traffic noise from I-280. The southern edge of the site along Pennsylvania has little to no buffer between the park and the traffic lanes. No concrete sidewalk or street exists; parked cars are the only layer that screens the park from speeding traffic.

In San Francisco, microclimates are an important factor in creating pleasant public space. Tunnel Top Park sits on the south slope of Potrero Hill, well insulated from the fog and chill of the Pacific Ocean. On the other hand, the park lacks a shield from prevailing wind. The openness of the site invites wind gusts to enter into the park at full speed. Prevailing winds could disturb a peaceful park ambiance, diminishing the fact this is one of the sunniest parts of the city.



Tunnel Top Park

Lastly, Caltrain owns the parcel and leases it to the Tunnel Top Steering Committee. As such, Caltrain can revoke the lease if needed or reject any approval on proposed uses or design. This leads to an uncertain future for the park. In addition, no excavation is permitted in the relatively flat parts of the park that sit immediately atop the tunnel structure. Subsequently, planting is not allowed 12" below grade.

FIGURE A-98. TUNNEL TOP PARK: DESIGN DEVELOPMENT



Version 1



Version 2



Version 3



Version 4

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APPENDIX

C

Related Planning Efforts

SFMTA-LED PROJECT: PARKING INVENTORY AND PARKING MANAGEMENT PLAN

SFMTA worked with the community to develop and implement a parking management plan for Dogpatch. The proposed management plan creates zones for metered parking, 4-hour parking, and residential permit parking, as well as designate loading zones.

Fore more information, visit *www.sfmta.com/projects-planning/projects/dogpatch-parking-management*

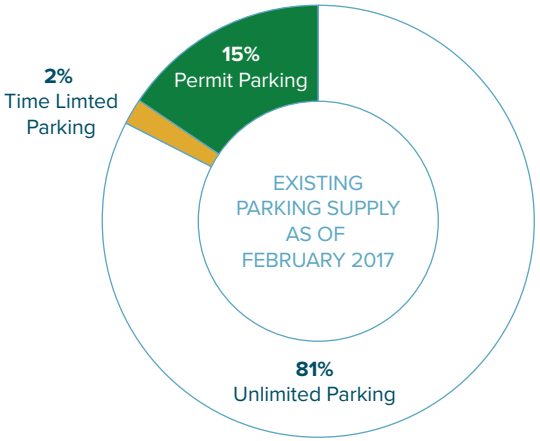
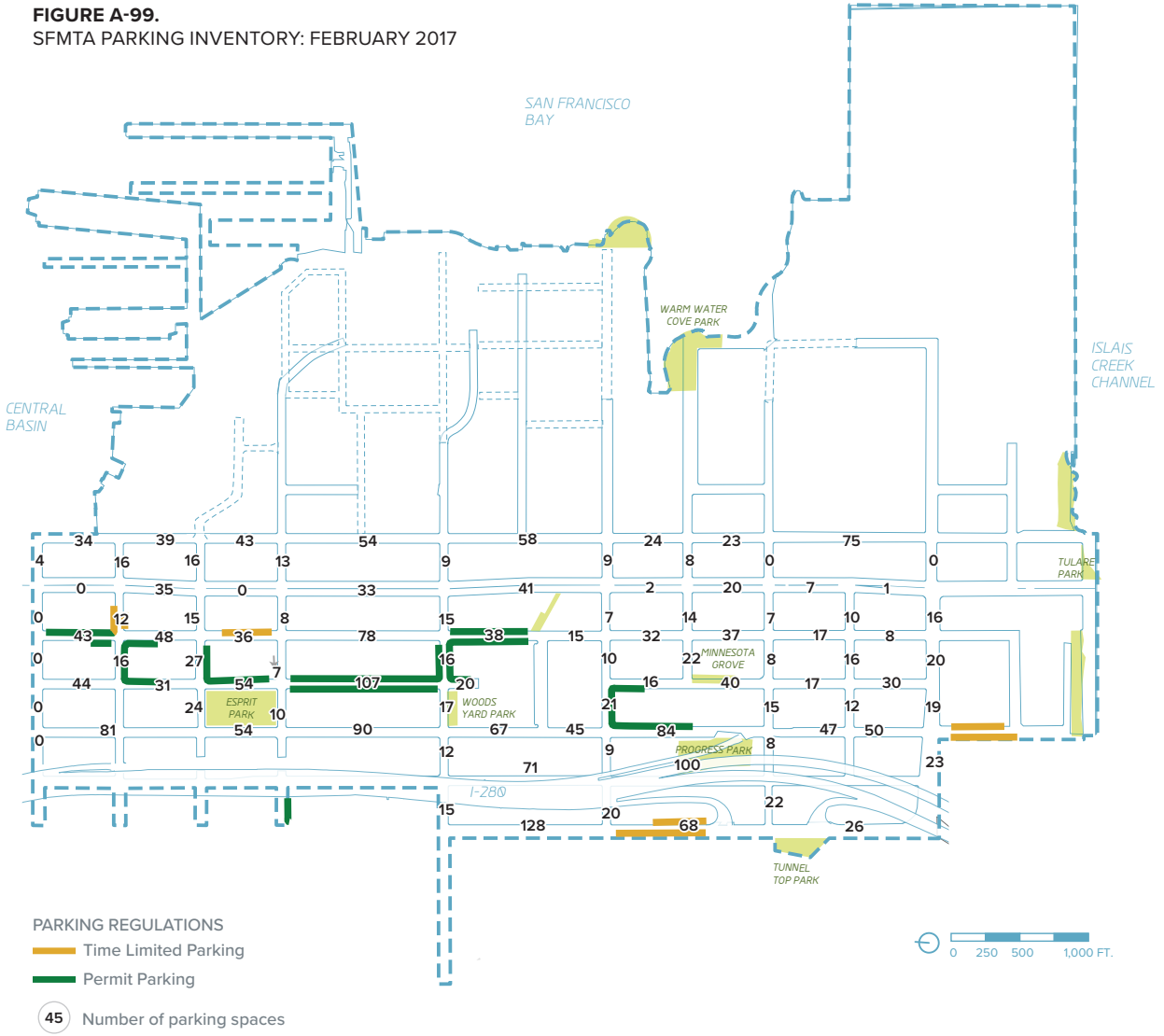


FIGURE A-99.
SFMTA PARKING INVENTORY: FEBRUARY 2017



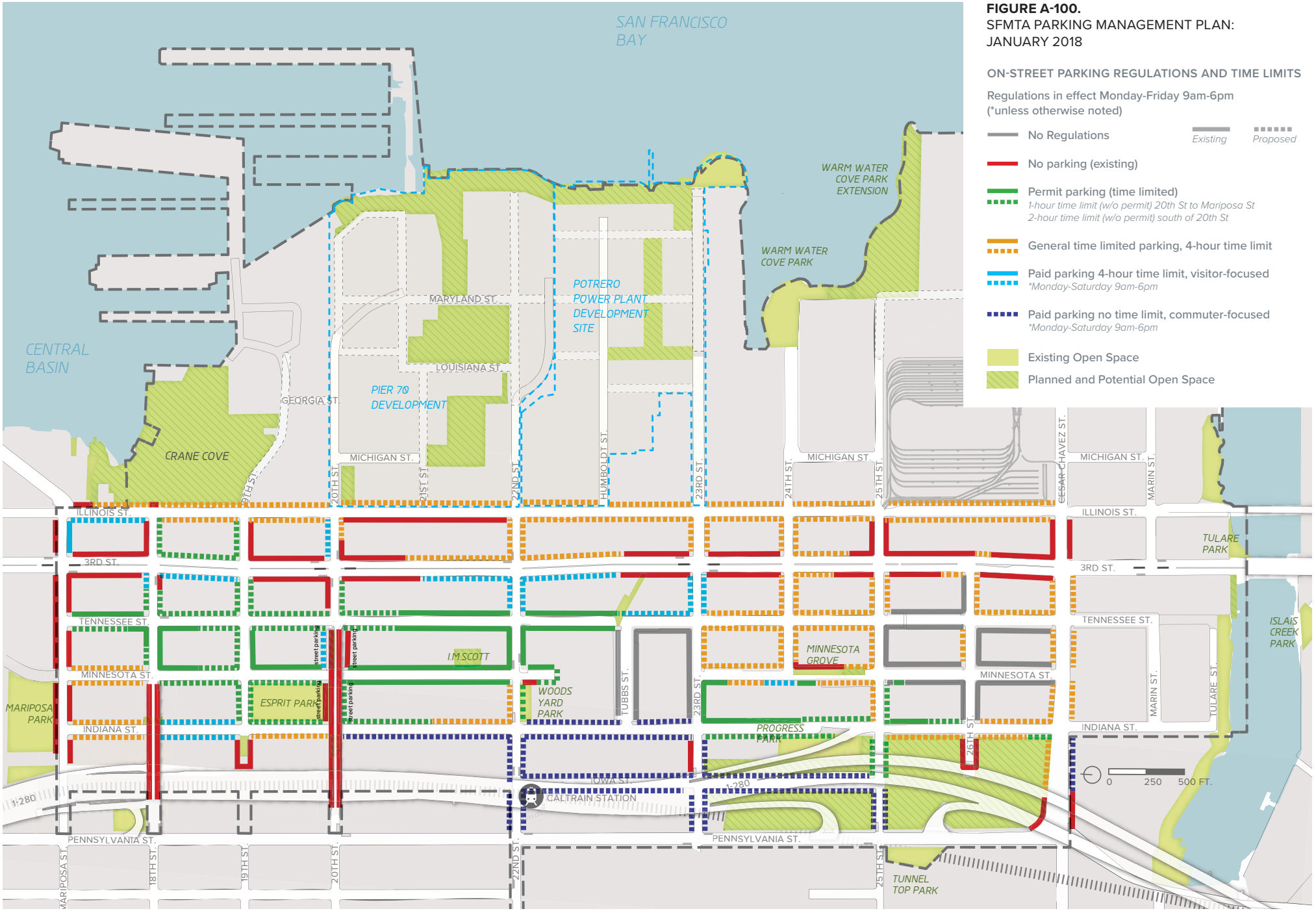


FIGURE A-100.
SFMTA PARKING MANAGEMENT PLAN: JANUARY 2018

ON-STREET PARKING REGULATIONS AND TIME LIMITS

Regulations in effect Monday-Friday 9am-6pm (*unless otherwise noted)

- No Regulations (*Existing* / *Proposed*)
- No parking (existing)
- Permit parking (time limited)
  1-hour time limit (w/o permit) 20th St to Mariposa St
  2-hour time limit (w/o permit) south of 20th St
- General time limited parking, 4-hour time limit
- Paid parking 4-hour time limit, visitor-focused
  **Monday-Saturday 9am-6pm*
- Paid parking no time limit, commuter-focused
  **Monday-Saturday 9am-6pm*
- Existing Open Space
- Planned and Potential Open Space

SFMTA-LED PROJECT: INDIANA BIKEWAY FACILITY STUDY

Indiana Street, between Mariposa Street and Cesar Chavez, is a bicycle route designated by the City's Bicycle Plan.

This vital local connection to bike lanes to the north and south, as well as to open space, and local and regional transit.

SFMTA led the Indiana Street Bike Facility Study in partnership with the Public Realm Plan to explore options for bicycle facilities on Indiana. This study also considered improving intersections for bike safety and at adding bike facilities to Minnesota between 20th and Mariposa.

In 2018, SFMTA will be legislating and implementing the Indiana Bikeway Connection Project, the next phase of the bicycle facility on Indiana Street. This will focus on safety improvements between 25th Street and Cesar Chavez.

The Indiana Bikeway Connection Project is part of the SFMTA's 5-year Capital Improvement Program. Conceptual designs were presented to key community groups and residents last year. The Project is coordinating with the Dogpatch Parking Management Project.

Fore more information, visit *www.sfmta.com/Indiana*

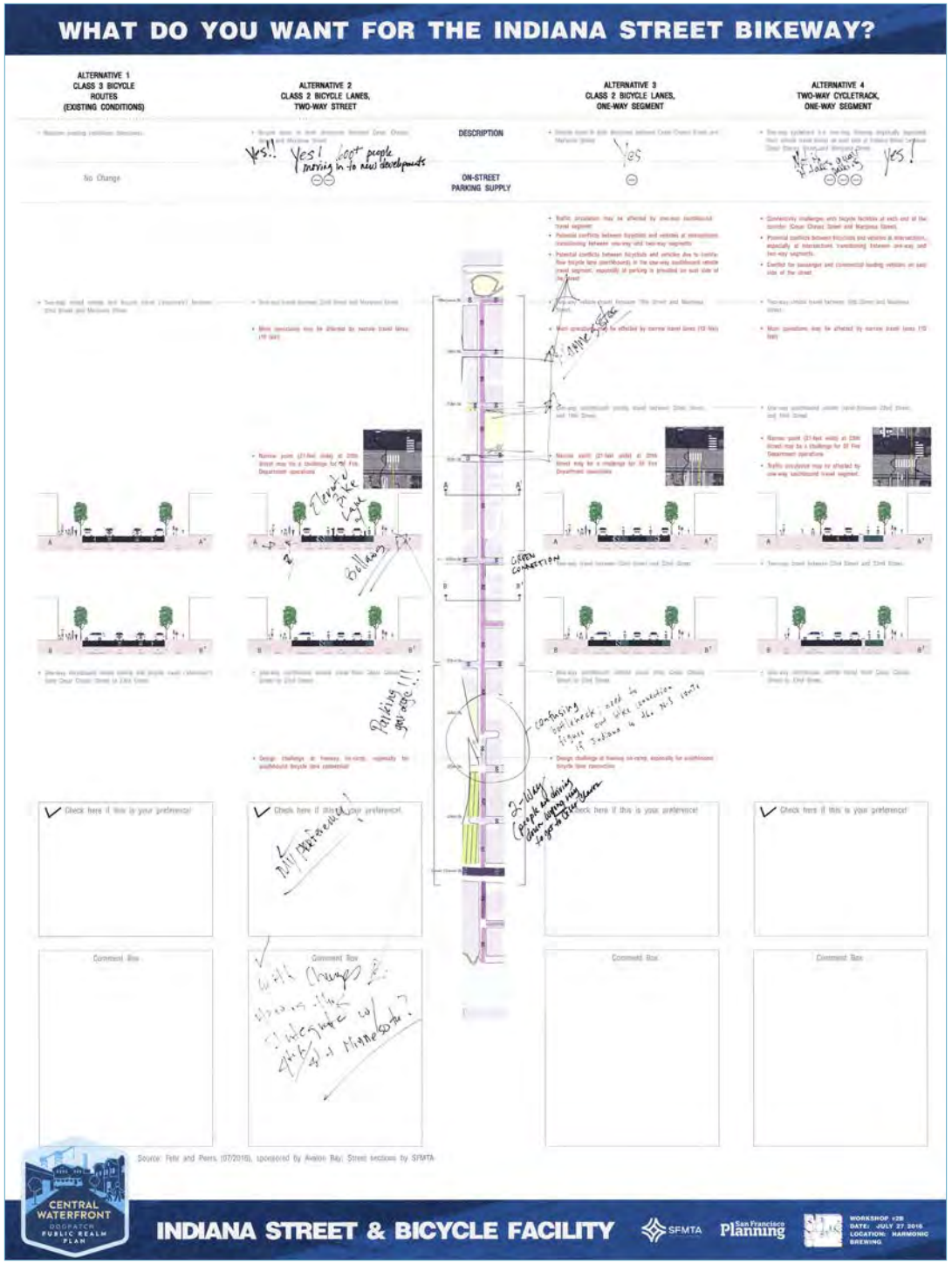
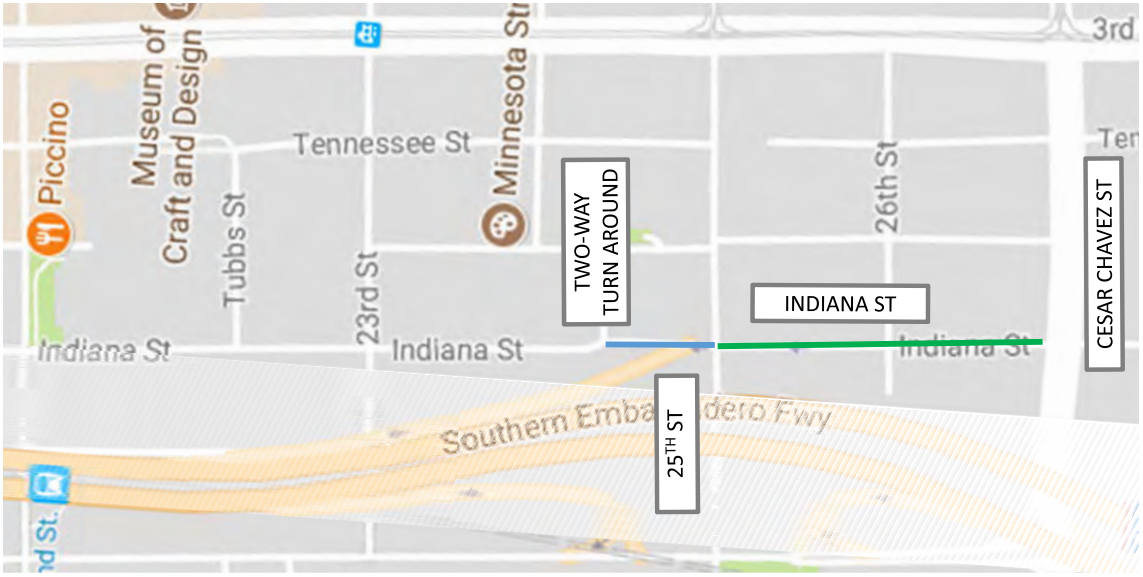


FIGURE A-101.
INDIANA BIKEWAY FACILITY STUDY: BOARD FROM PUBLIC REALM PLAN WORKSHOP #4, FEBRUARY 2017



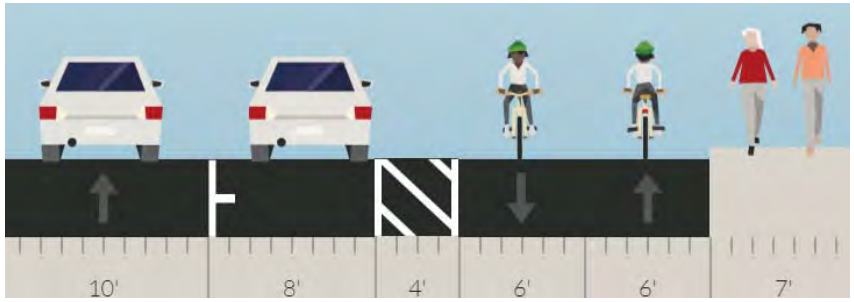


FIGURE A-102.
INDIANA BIKEWAY FACILITY STUDY: PROPOSED CONDITION: INDIANA FROM FWY ON RAMP TO 25TH (VIA SFMTA)
REMOVES 10 PARKING SPACES

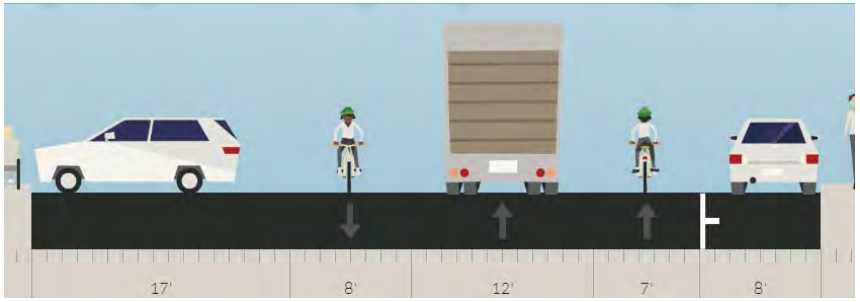


FIGURE A-103.
PROPOSED CONDITION: INDIANA FROM 25TH TO CESAR CHAVEZ (VIA SFMTA)
NO PARKING REMOVAL, REDUCED TO ONE NB LANE

PUBLIC WORKS-LED PROJECT: LOWER MINNESOTA STREETSCAPE

Throughout 2017, Planning, Public Works, and the SFMTA met jointly with property owners, business operators, and residents in the vicinity of Minnesota Street between 23rd Street and 25th Street to discuss options for a complete street project there.

Minnesota Grove, a community-created street park on the eastern half of Minnesota between 24th and 25th Streets, is an important feature that neighbors want to improve and expand southward to connect with 25th Street.

Issues such as missing sidewalks, poor drainage, lack of pedestrian lighting, and parking and loading operations were addressed. The Public Realm Plan team conducted analysis and developed initial studies for treatments to these two blocks.

The studies, shown at right, were shared in stakeholder meetings; as well as at the Public Realm Plan Workshop #4 in February 2017 where the broader public were able to review and comment on the options. These studies informed the proposed conceptual plans for Minnesota, between 23rd Street and Cesar Chavez, presented in Chapter 4.

Public Works will be leading a future detail design and implementation of improvements to these two blocks of Minnesota.

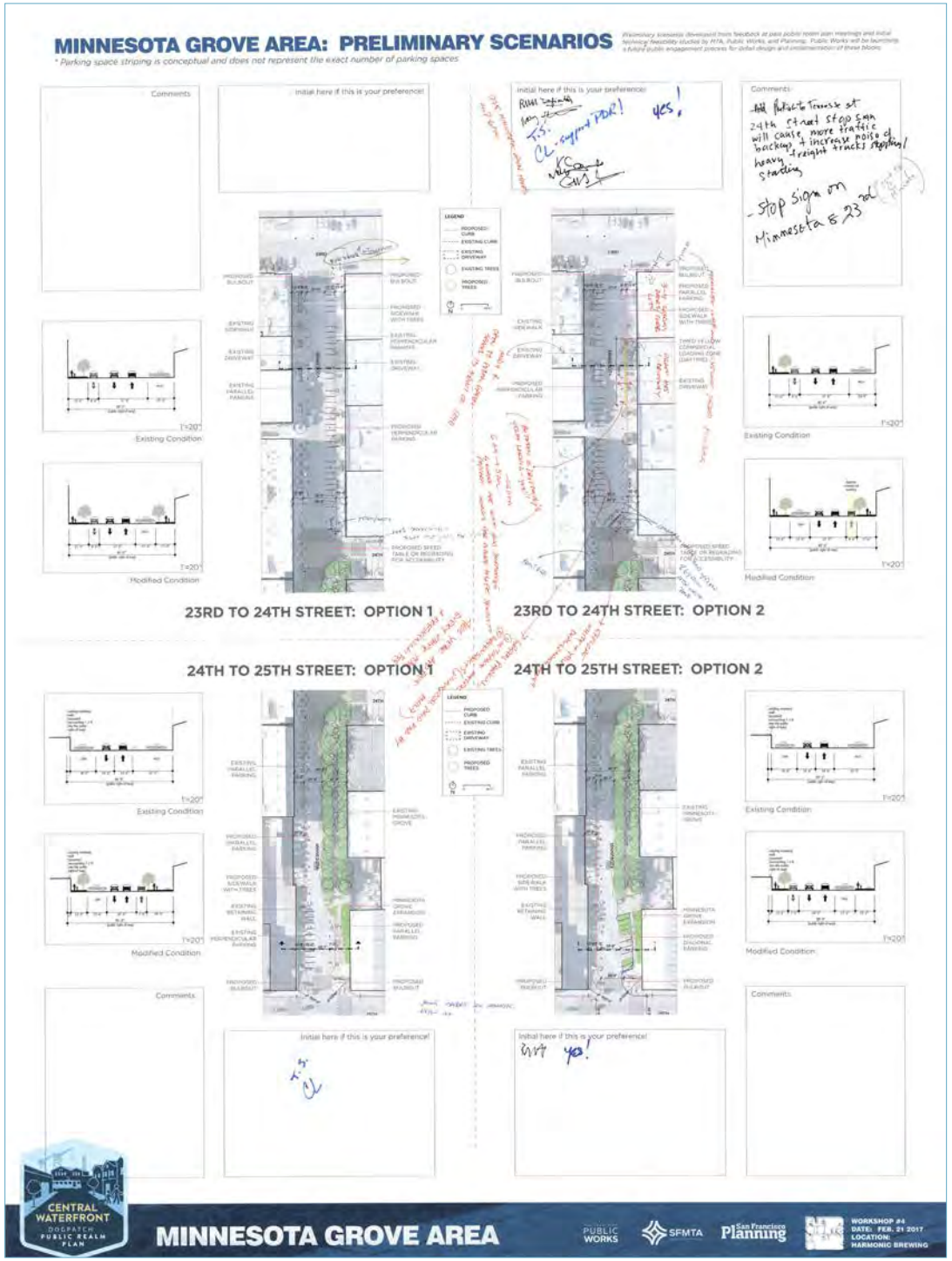


FIGURE A-104.
MINNESOTA GROVE AREA STUDIES FROM PUBLIC REALM PLAN WORKSHOP #4, FEBRUARY 2017


CENTRAL
WATERFRONT
PUBLIC REALM
PLAN