



These notes are intended to supplement the maps and diagrams that were hand-drawn at the public workshop. Download those maps and diagrams at: [sf-Planning.org/CentralWaterfrontPRP](http://sf-Planning.org/CentralWaterfrontPRP)

**MINNESOTA NORTH**

Topic	Comments or Ideas	Any Technical or Feasibility Issues
<b>Traffic calming</b>	<ul style="list-style-type: none"> <li>• Add bulb outs at every possible corner.</li> <li>• Add traffic calming measures along Minnesota N., especially at the 18th St. intersection and between 20th and 22nd as the visibility is poor and people tend to speed up/down the hill.</li> <li>• Speeding when vehicles come off the freeway needs to be addressed.</li> </ul>	<ul style="list-style-type: none"> <li>• Many corners conflict with freight and transit vehicle turns.</li> </ul>
<b>Bike facilities</b>	<ul style="list-style-type: none"> <li>• Add a bike route along Minnesota North as it’s a better corridor connection for the Mariposa bike route and safer, potentially could both be located on the same side of the street.</li> <li>• Some people had concerns regarding the Mariposa and Indiana intersection, and connecting Indiana bike facilities to bike facilities through UCSF Hospital and 4th St. One Idea was to jot the bike facilities to Minnesota St around 19th St.</li> </ul>	<ul style="list-style-type: none"> <li>• There were concerns with how this would negatively impact parking and with the road width in terms of if you can fit the lanes. One suggestion was to shrink the sidewalks by a couple feet as they are fairly wide.</li> </ul>
<b>Community facilities</b>	<ul style="list-style-type: none"> <li>• Convert the surface parking next to I.M. Scott to an active space or potentially another community facility that is currently lacking in Dogpatch, such as a public school, grocery store, affordable housing.</li> </ul>	<ul style="list-style-type: none"> <li>• May require a Zoning amendment.</li> </ul>
<b>Public space</b>	<ul style="list-style-type: none"> <li>• Increase outdoor spaces for people to gather, sit, eat, etc. Possible suggestions included seated areas such as parklets, cafe space, and beer gardens.</li> <li>• Create a Living Alley underneath the 20th St. overpass to extend from Minnesota to Indiana, street closure which could expand the park and create play areas for children and flex space. It was put forth that this is part of the 888 Indiana development project.</li> </ul>	<ul style="list-style-type: none"> <li>• There may be conflicts with adjacent uses (residential vs. commercial).</li> <li>• Street widths may not be wide enough.</li> <li>• This may require street vacation.</li> </ul>
<b>Pedestrian lighting</b>	<ul style="list-style-type: none"> <li>• Provide pedestrian lighting like in front of the Esprit building.</li> </ul>	
<b>Bus traffic</b>	<ul style="list-style-type: none"> <li>• At least a few people commented on MTA buses using Minnesota North and wanting to get them off.</li> </ul>	
<b>Parking</b>	<ul style="list-style-type: none"> <li>• MTA yards should include parking for their employees.</li> </ul>	



**MINNESOTA SOUTH**

Topic	Comments or Ideas	Any Technical or Feasibility Issues	Notes/Questions
<b>Paving</b>	<ul style="list-style-type: none"> <li>Use permeable paving throughout the streets.</li> </ul>	<ul style="list-style-type: none"> <li>Serpentine subsoils are not ideal for permeable ground surface treatments.</li> </ul>	
<b>Pedestrian facilities improvements</b>	<ul style="list-style-type: none"> <li>Develop a connection for pedestrians to Isla Creek Promenade.</li> <li>Extend the west sidewalk to the south towards 25th Street.</li> </ul>		
<b>Industrial use and pedestrian safety</b>	<ul style="list-style-type: none"> <li>Heavy industrial zones, especially near Cesar Chavez, should be left alone. Perhaps encourage land owners to set aside areas for workers, define with large concrete blocks, like parklets.</li> <li>Paint a safe pedestrian pathway with a bright fun color to "loosely" delineate a safe walkway. There is a precedent in the Netherlands that might be applicable.</li> <li>Divert pedestrians away from the last two blocks of Minnesota South and on to Indiana St because of heavy industrial, trucking use.</li> </ul>	<ul style="list-style-type: none"> <li>Pedestrians still need access to industrial buildings (employees, etc)</li> <li>The loading docks are the biggest issues. Trucks need to pull in and would block any safe passage.</li> </ul>	<ul style="list-style-type: none"> <li>How can pedestrian, bike and freight use be designed together?</li> </ul>
<b>Minnesota grove extension</b>	<ul style="list-style-type: none"> <li>Extend Minnesota grove to the South towards 25th Street.</li> <li>Extend Minnesota Grove to the North Towards 24th Street. Close off 24th at this location and provide a large urban plaza at 24th and Minn. Use resultant space to regrade and provide ADA access into Minnesota Grove.</li> <li>Make the corner of Minnesota and 24th an activity center that could be converted to multiple uses on weekends, such as farmers' markets. Provide removable bollards adjacent to Minnesota Grove for a weekend Farmers Market.</li> <li>A Beer garden could activate the resultant cul-de-sac at this location.</li> </ul>	<ul style="list-style-type: none"> <li>The closure of 24<sup>th</sup> would impact existing driveways and parking. It would require negotiations with landowner at 25th and Minn.</li> <li>Grades on 24th are very tricky as it gets quite steep at this location.</li> <li>The closure of 24<sup>th</sup> would require surveying the streets to determine where private property ends and public property begins.</li> <li>This activity center idea may require Minnesota south of 24<sup>th</sup> to become one-way and changing perpendicular parking on Minnesota south of 24th to parallel parking. This would reduce parking by half on the block.</li> </ul>	<p>The plaza/street closure could greatly improve the Minnesota Grove and provide a really vibrant weekend urban space for neighbors.</p>



**24<sup>TH</sup> STREET**

Topic	Comments or Ideas	Any Technical or Feasibility Issues	Notes/Questions
<b>Bike facilities</b>	<ul style="list-style-type: none"> <li>• Provide bike lanes on 24th Street from Minnesota Street to Illinois Street</li> <li>• Create a bicycle lane from Minnesota to Illinois Street</li> </ul>	<ul style="list-style-type: none"> <li>• Watch for truck conflicts. Seems still possible (striped lane).</li> <li>• The right-of-way between Tennessee and Minn. may be too narrow to accommodate both bike facilities and parking. Some participants said they don't want to lose on-street parking.</li> </ul>	
<b>Pedestrian facilities and street greening</b>	<ul style="list-style-type: none"> <li>• Add sidewalks where missing along 24th Street.</li> <li>• Roadway needs more greening, such as trees trees and plantings, particularly from Illinois Street East.</li> <li>• Greening should maintain the industrial feel of the neighborhood.</li> <li>• Greening is more important than public art on 24th Street.</li> <li>• Look at including Storm Water Management BMP's.</li> <li>• Improve lighting at crosswalks.</li> </ul>	<ul style="list-style-type: none"> <li>• There would not be much stewardship for maintaining the trees. Part of the plan should consider how greening investment will be maintained.</li> <li>• Truck parking/loading on some blocks may impact pedestrian safety — test some new solutions.</li> </ul>	<ul style="list-style-type: none"> <li>• Greening may not be the same as that of another, more residential neighborhood. This is an opportunity for creativity, adhoc design, reuse of materials, etc...</li> </ul>
<b>Pedestrian-priority street near Warm Water Cove</b>	<ul style="list-style-type: none"> <li>• Consider converting a section of 24<sup>th</sup> Street from Michigan to WWC into a pedestrian-priority street to create an inviting environment near Warm Water Cove.</li> <li>• Concept of "Shared Street" for area east of Michigan was suggested, but not many residents showed support for concept. They preferred wider sidewalks and more landscaping</li> <li>• Pedestrianizing the street and having street festivals could activate the space.</li> <li>• One participant suggested expanding the entrance of Warm Water Cove to the west.</li> </ul>	<ul style="list-style-type: none"> <li>• Need to maintain Sheedy access — load pedestrians to the north side and free up the south side for Sheedy truck/loading</li> </ul>	



Topic	Comments or Ideas	Any Technical or Feasibility Issues	Notes/Questions
<b>24<sup>th</sup>/ Minnesota intersection improvements</b>	<ul style="list-style-type: none"> <li>• Improve safety at 24th/Minnesota. The retaining wall and slopes block driver visibility (e.g., SB drivers on Minn. cannot see WB cars on 24th).</li> <li>• A pedestrian-priority street is an option for the 24<sup>th</sup>/ Minnesota intersection, but do not close 24th at Minnesota. We should not be reducing connectivity in SF at this point. All street closures have led to more traffic issues, parking issues, and reduced connectivity. The same community and pedestrian priority can be accomplished through a pedestrianized street idea that supports businesses as well as safe pedestrian movements.</li> </ul>	<ul style="list-style-type: none"> <li>• The closure of 24<sup>th</sup> at Minn. may have unmitigable impacts on vehicles servicing PDR uses on Minnesota Street; some residents want to keep it open for local traffic.</li> <li>• New improvements need to accommodate large truck movements for area industrial, PDR and maritime businesses</li> </ul>	<ul style="list-style-type: none"> <li>• Give pedestrians priority and extend the feel of the Minnesota open space without eliminating vehicular movements.</li> </ul>
<b>Connectivity</b>	<ul style="list-style-type: none"> <li>• Increase connectivity and view corridors on 24th Street to WWC through plantings, visibility, public art, etc.</li> </ul>	<ul style="list-style-type: none"> <li>• The Port really wants to ensure view corridors are maintained.</li> </ul>	
<b>24<sup>th</sup>/ Illinois intersection improvements</b>	<ul style="list-style-type: none"> <li>• The condition of the pavement on Illinois Street is horrible. Street pavement must be improved. Rails in the road are already hazardous enough.</li> <li>• Improve crosswalks at Illinois/24th. Add street lighting and special paving.</li> </ul>	<ul style="list-style-type: none"> <li>• Street improvements and design should keep in mind that truck activity and movements significantly wear on street materials and cause damage — new construction must be robust.</li> </ul>	
<b>Parking</b>	<ul style="list-style-type: none"> <li>• Increase parking on Industrial blocks between Minnesota and 3rd on 24th.</li> <li>• Retain some areas of street near WWC Park for park parking.</li> <li>• The overhangs of parked cars take up the sidewalk width between Illinois and Warm Water Cove. Widen the sidewalk and reduce on-street parking (or make it parallel).</li> </ul>	<ul style="list-style-type: none"> <li>• Design problem for 24th at Minnesota-3rd: Add bike lane, plus greening, plus sidewalk, plus keep/add parking plus allow truck movements.</li> <li>• In general, the residents want to reduce parking near WWC, but maintain or increase it westward.</li> </ul>	



Topic	Comments or Ideas	Any Technical or Feasibility Issues	Notes/Questions
<b>Parking enforcement</b>	<ul style="list-style-type: none"><li>• Illegal parking at 24th/Minnesota blocks driver visibility.</li><li>• Double parking in front of the Prynt building reduces the roadway width, impacting drivers' safety.</li><li>• Homeless problem on 24th Street because of unrestricted vehicle parking. All parking should be metered and enforced.</li></ul>		
<b>Wayfinding</b>	<ul style="list-style-type: none"><li>• Provide more wayfinding signage for Warm Water Cove. Some residents liked the signage on the PGE plaza.</li></ul>		