

Open Space Vision

OPEN SPACE VISION

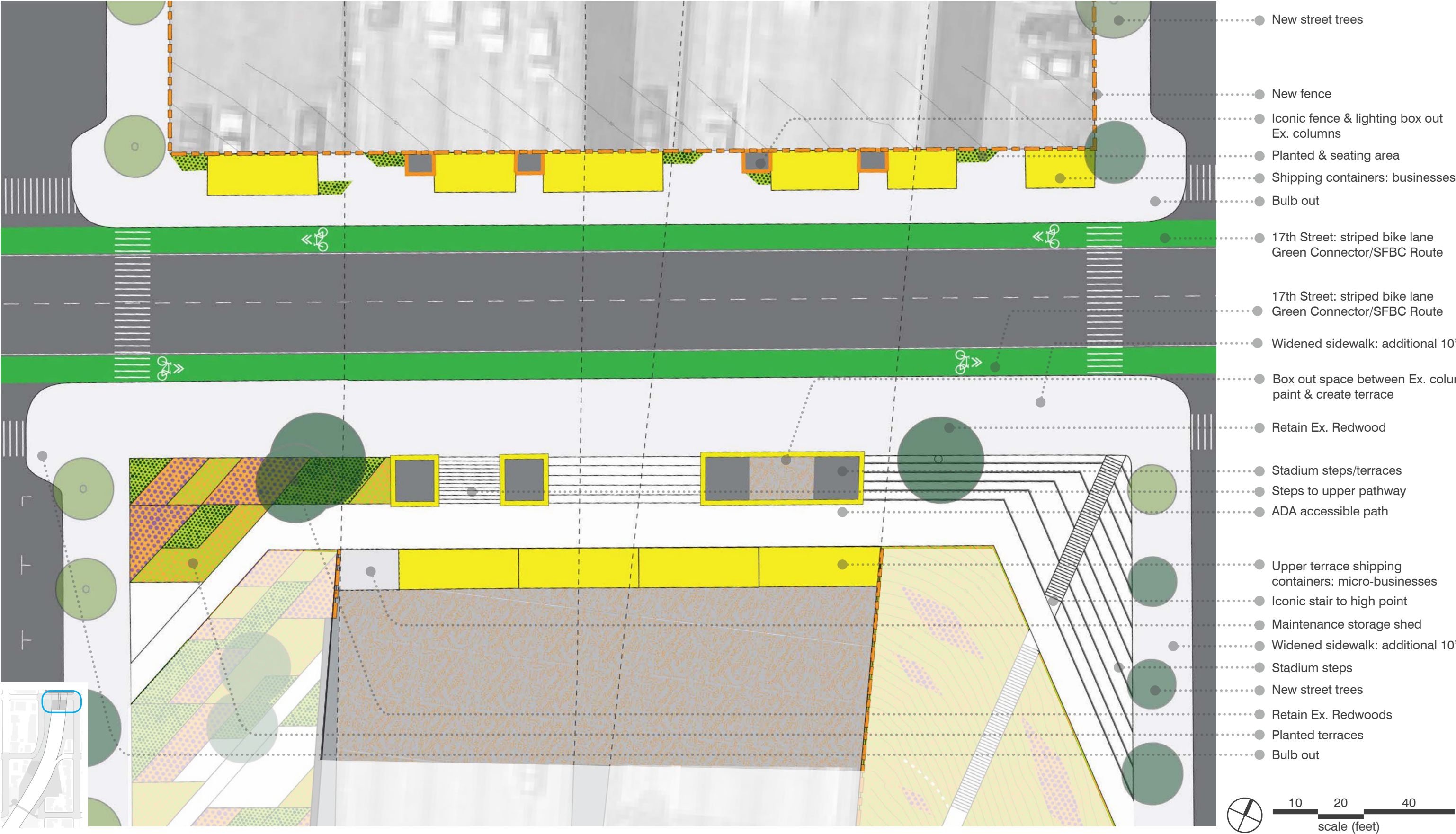
The complete vision proposes a continuous Loop of open space that will promote public health, safety, and welfare through site improvements and new program.

The complete Loop of open spaces creates a distinct landscape at the gateway to the City. Varied program and planting strategies provide a range of experiences and habitats across the 2 acre site. Continuity allows for increased circulation, access, and maintenance. Each zone maintains unique characteristics and program. Art installations throughout the Loop contribute to a new identity and destination program of sensory and data driven experiences.





Beneath Freeway / 17th Street



Beneath Freeway: Program



activity



bike rental



food trucks



eyes on the street

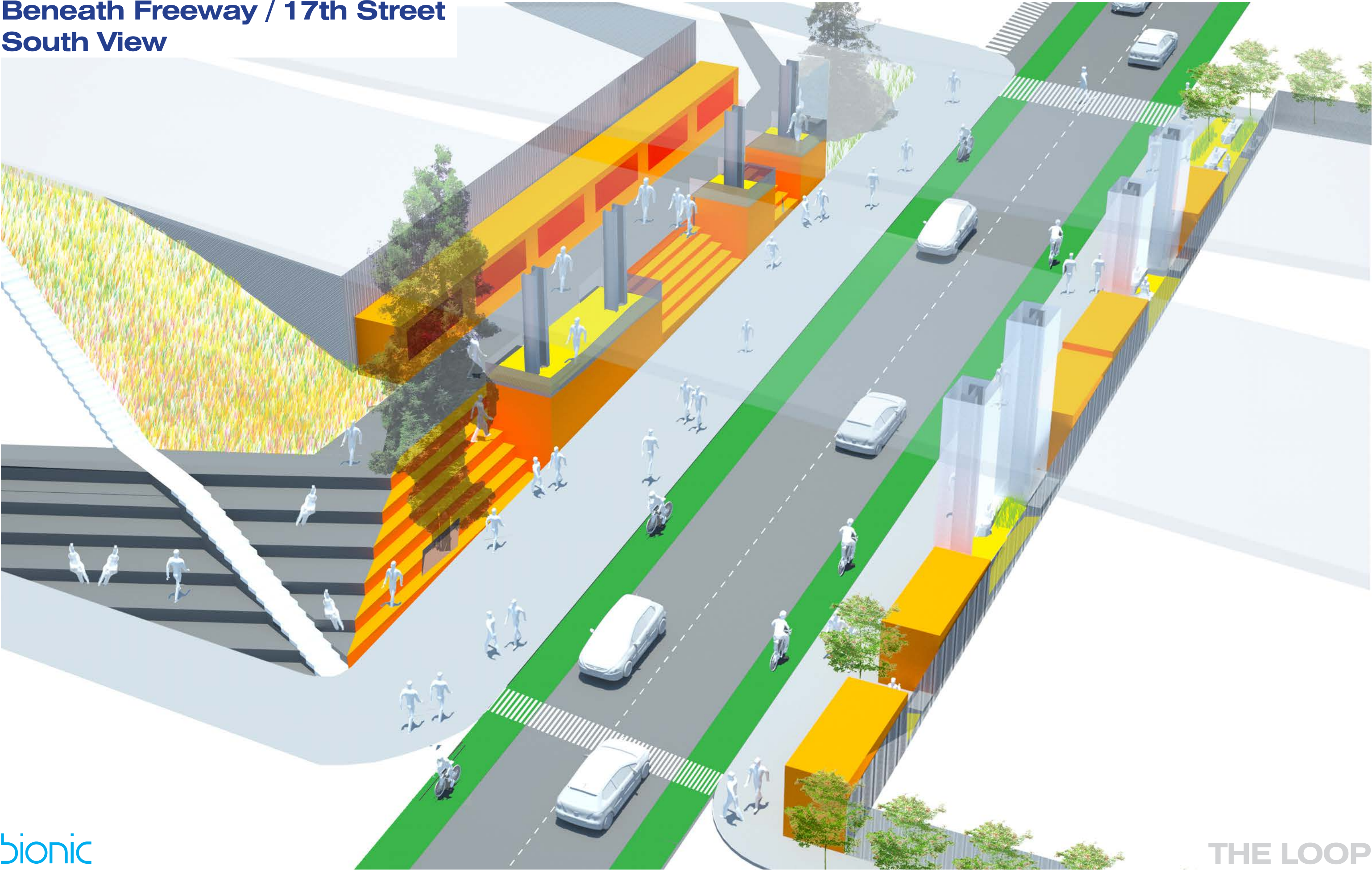


RETAIL

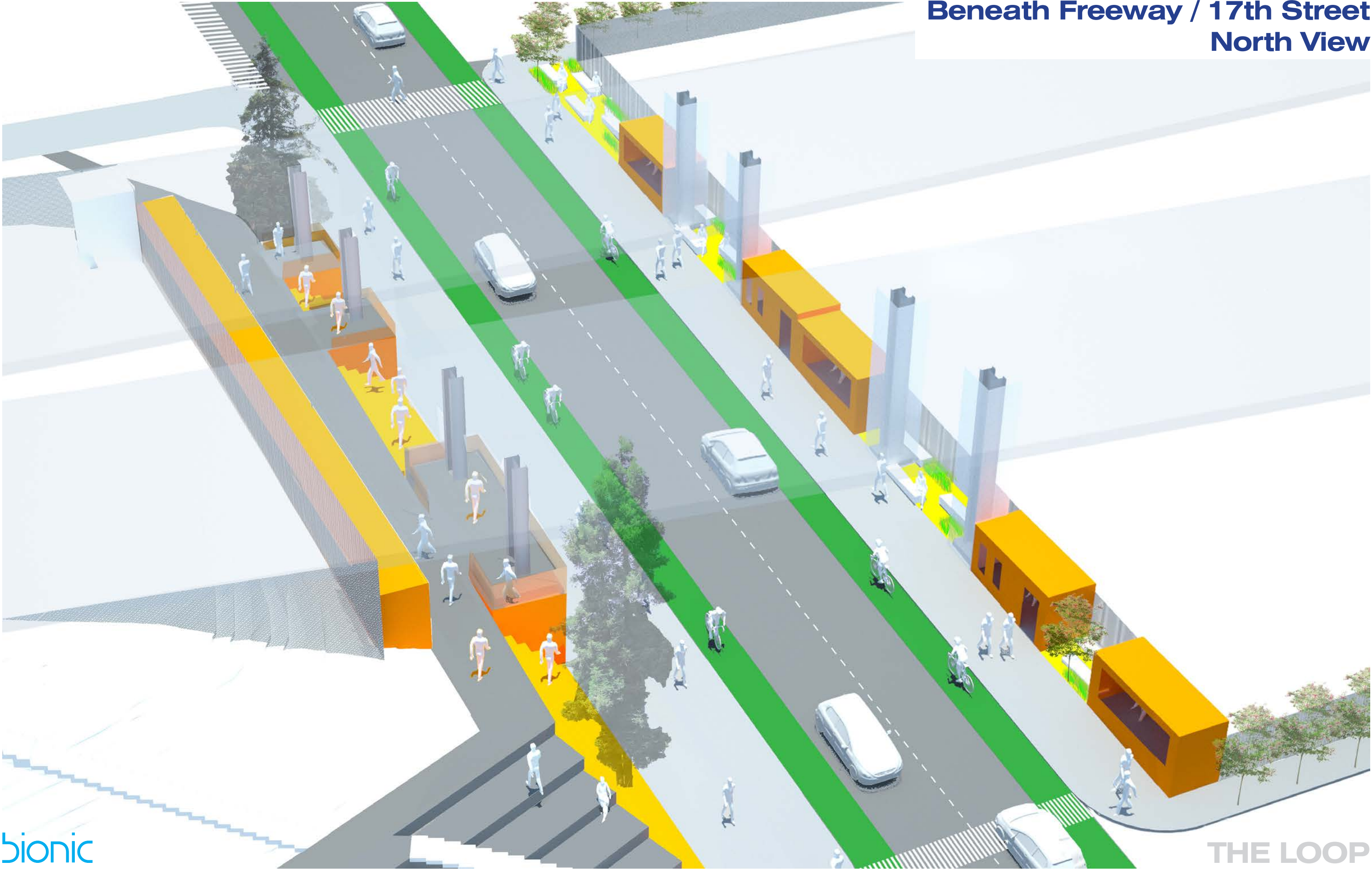


cafe

**Beneath Freeway / 17th Street
South View**



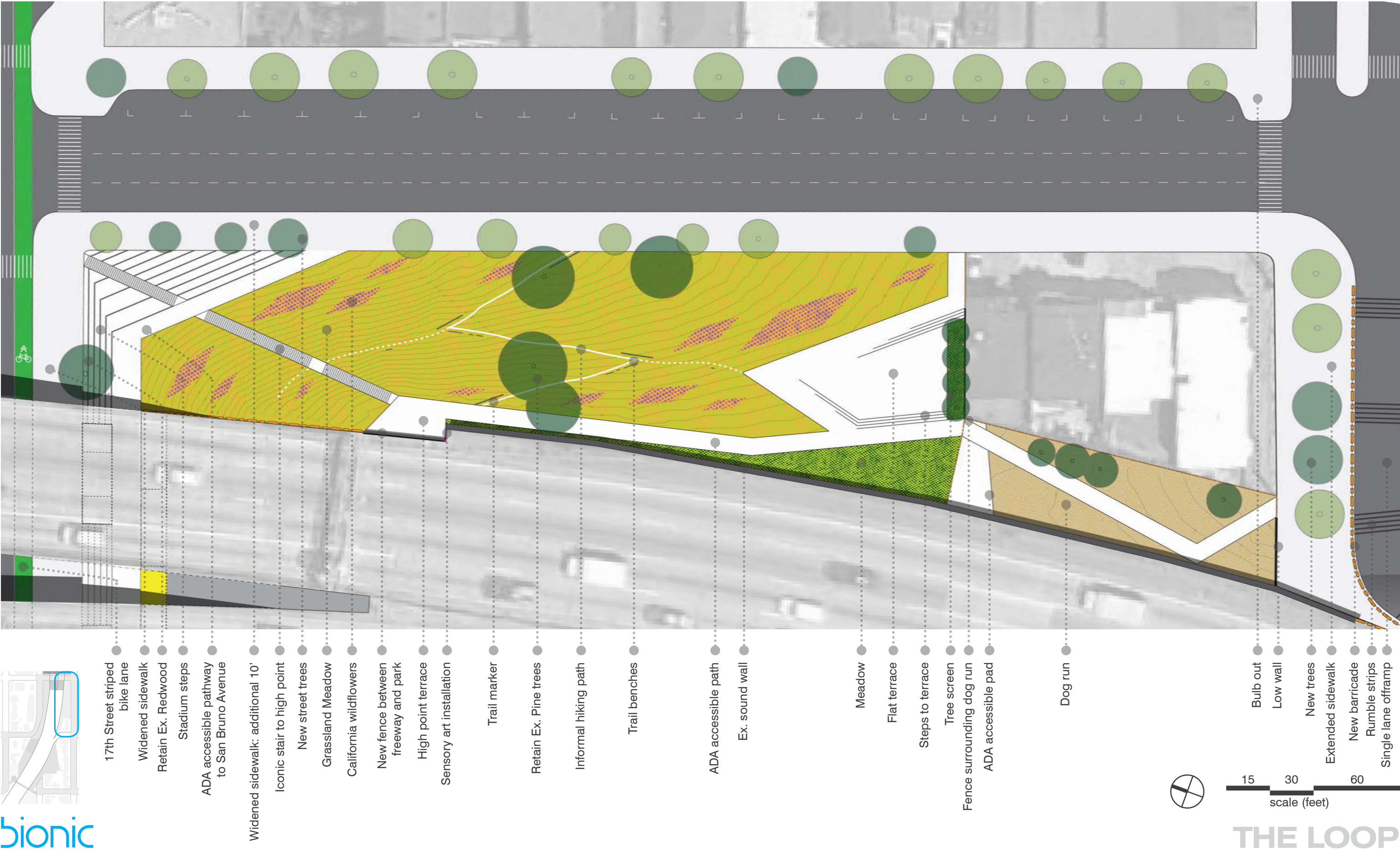
**Beneath Freeway / 17th Street
North View**





light





Vermont

bionic



Vermont Program

staircases

serpentine
meadow

dog run

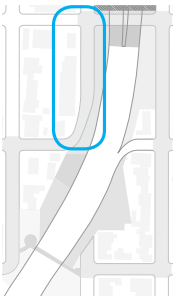
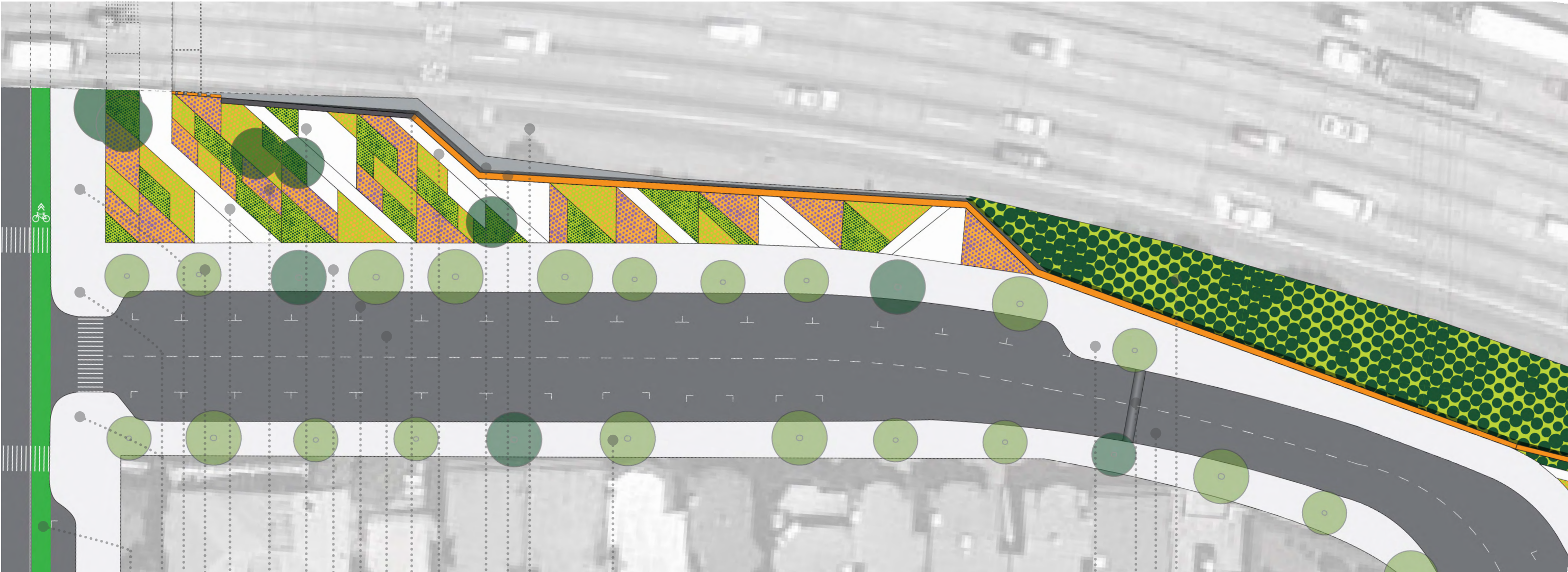
hiking

bionic



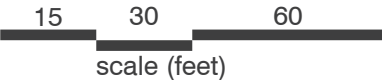
THE LOOP

San Bruno



bionic

- 17th Street striped bike lane
- Bulb out
- Widen sidewalk: additional 10'
- New street trees
- ADA accessible pathway to Vermont Street
- Planted terraces
- Flat terraces for small gatherings
- Widen sidewalk: additional 10'
- Parallel parking shifted west
- Narrow street: retain two travel lanes
- Solid wall
- Maintenance path
- Concrete barrier for safety
- Vertical garden
- Ex. freeway shoulder
- New street trees
- Widen sidewalk
- Speed bump
- Remove parking
- Succulent planting

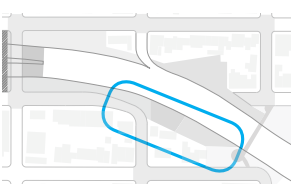


THE LOOP

San Bruno at 17th



Mariposa Hillside



Iconic Freeway Planting

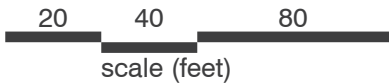
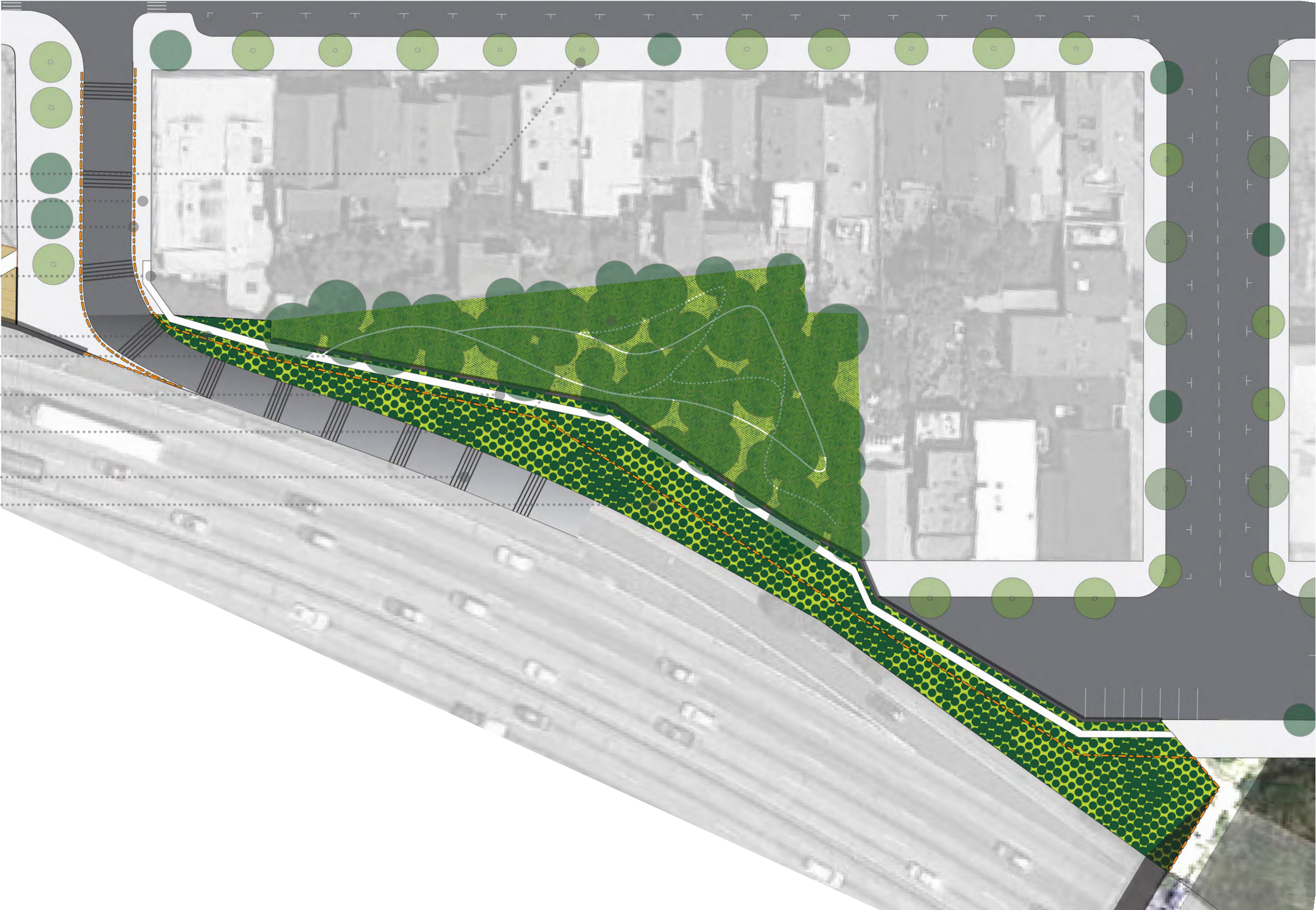


AGAVE/SUCCULENTS

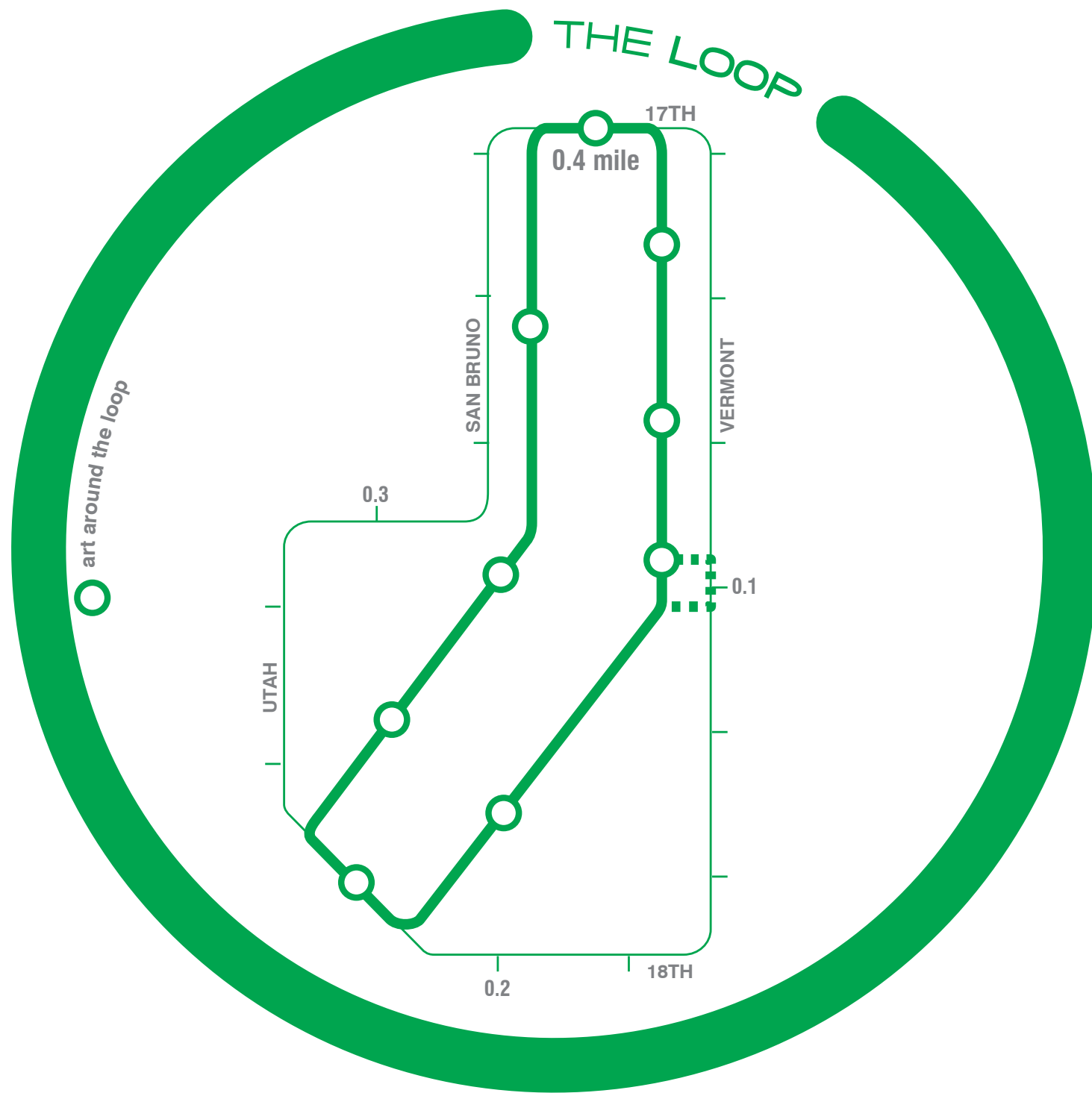
- low to ground
- spines
- low maintenance
- drought tolerant
- iconic

Vermont Exit

- New Street Trees
- Ex. Sidewalk
- Ex. Fence
- New Path
- New Fence
- Ex. Soundwall with door to Secret Garden
- Continuous Path at top of Bank
- Secret Garden for Community
- Rumble Strips
- Iconic Succulent Planting







Art & The Loop



101 South Side
Midtown City Center
St. +

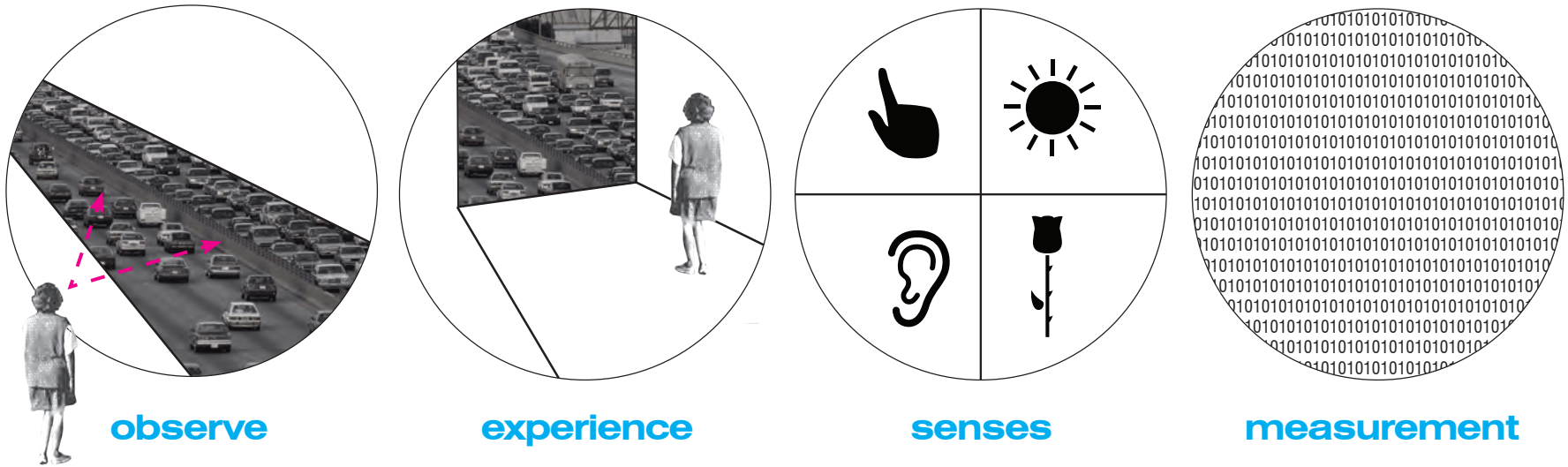
Bay Bridge
Exit 12B

Bay Bridge
Exit 12B

ART & THE LOOP

We see the potential for art, installation, and exhibition to occur around the Loop as a set of experiences and informative installations that engage the freeway in a dialog with the park. This type of sensory and data-driven program derive from the ubiquitous presence of the freeway and would promote a distinct park identity and attract a range of visitors beyond neighborhood residents.

Based on unique existing conditions at the interface between freeway and park, a range of installations would provide opportunities for sensory and data-driven experiences. We have identified opportune locations and functions for a set of installations. Installations could be the work of multiple artists to enhance the diversity of experiences provided.



Experiential + Informative
create a dialog between the freeway and the park

Unique Existing Conditions

There are unique existing conditions throughout the Loop that present opportunities for art, installation, and exhibition. We see the potential for a loop of installations based on the existing conditions.



EXPOSED EDGE



DOWNTOWN VIEW



EXISTING OVERPASS



DARK AREAS



DANGEROUS AREAS

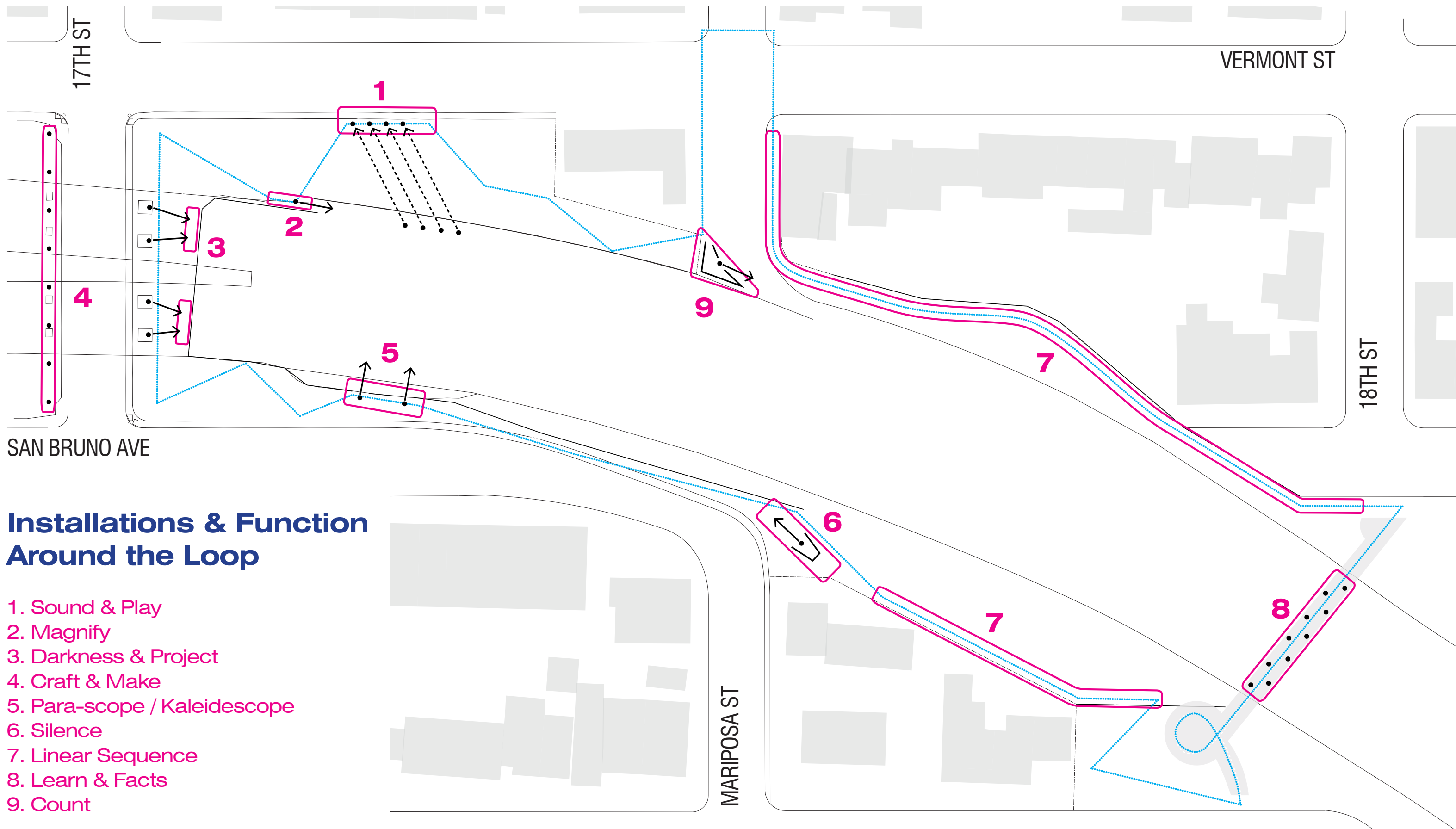


NOISE, SPEED, EMISSIONS



Art, Installation, & Exhibition

There are examples of low- and high-tech options to create a range of unique experiences.



Installations



Count

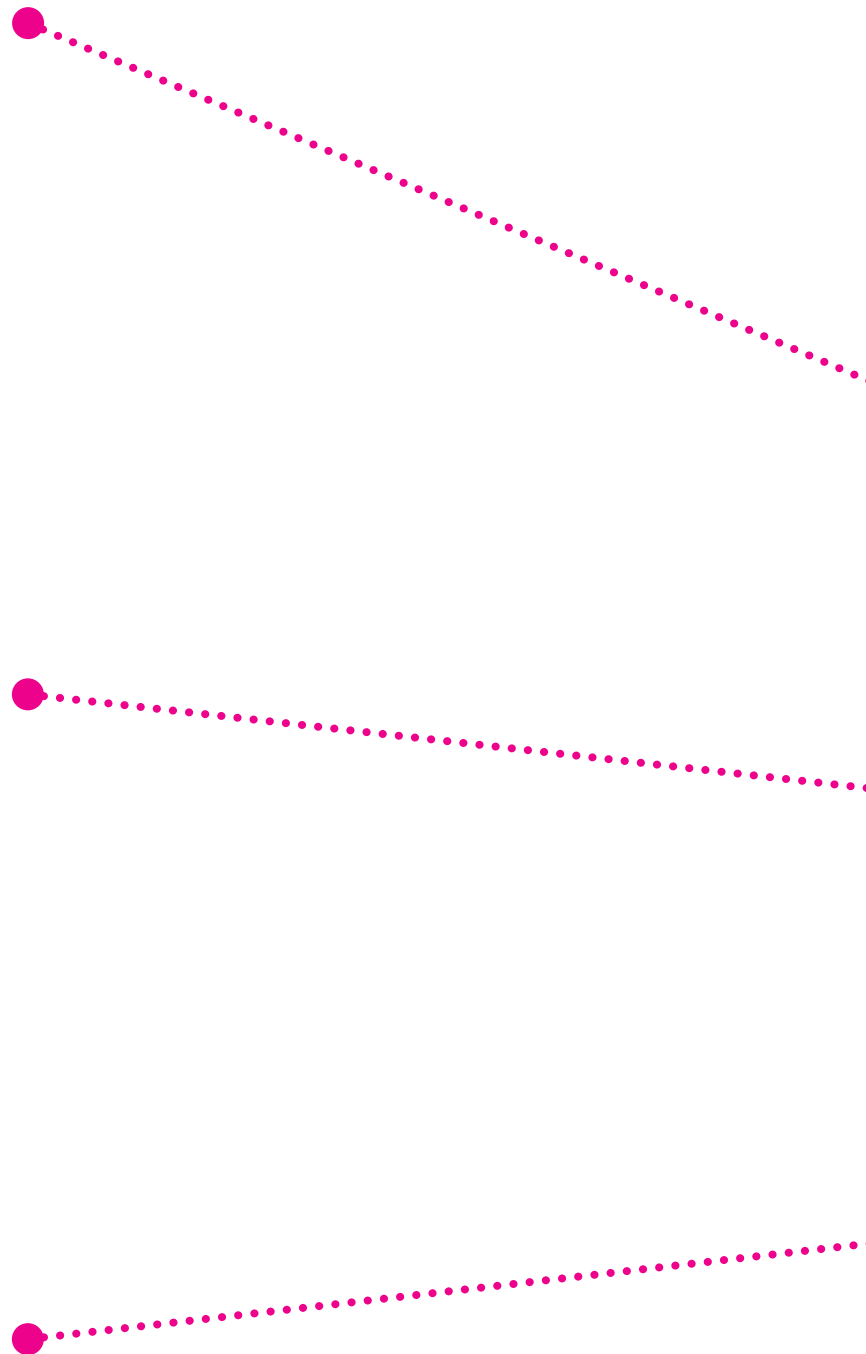


Silence



Magnify

bionic





ESTABLISHING A PERIMETER

Safety is a primary concern between the freeway and park. A continuous perimeter creates a secure boundary between the two. Gaps in the existing perimeter were identified and new boundaries are proposed. The boundary would include various types including soundwalls, fences, walls, installations, and a vertical garden.

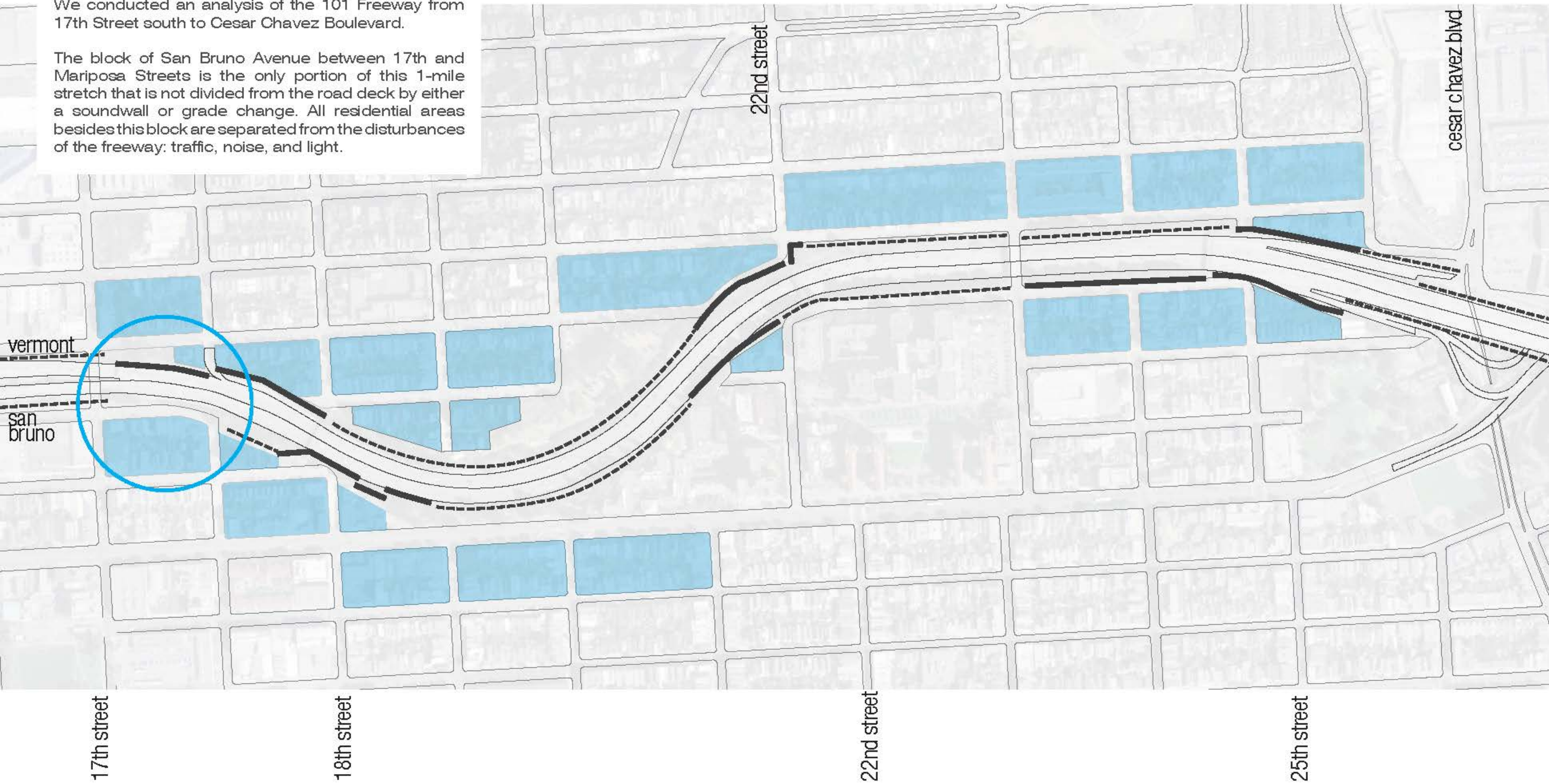


101 Freeway Dividers

We conducted an analysis of the 101 Freeway from 17th Street south to Cesar Chavez Boulevard.

The block of San Bruno Avenue between 17th and Mariposa Streets is the only portion of this 1-mile stretch that is not divided from the road deck by either a soundwall or grade change. All residential areas besides this block are separated from the disturbances of the freeway: traffic, noise, and light.

- soundwall
- grade change
- residential areas adjacent to freeway



Divider Between San Bruno Avenue & the Freeway

The community desires a divider between the freeway and San Bruno Avenue from 17th Street to Mariposa Street. Analysis of freeway dividers and a divider focus group session suggested the height, shape, and location of such a divider. The focus group session identified 3 primary goals for the divider:

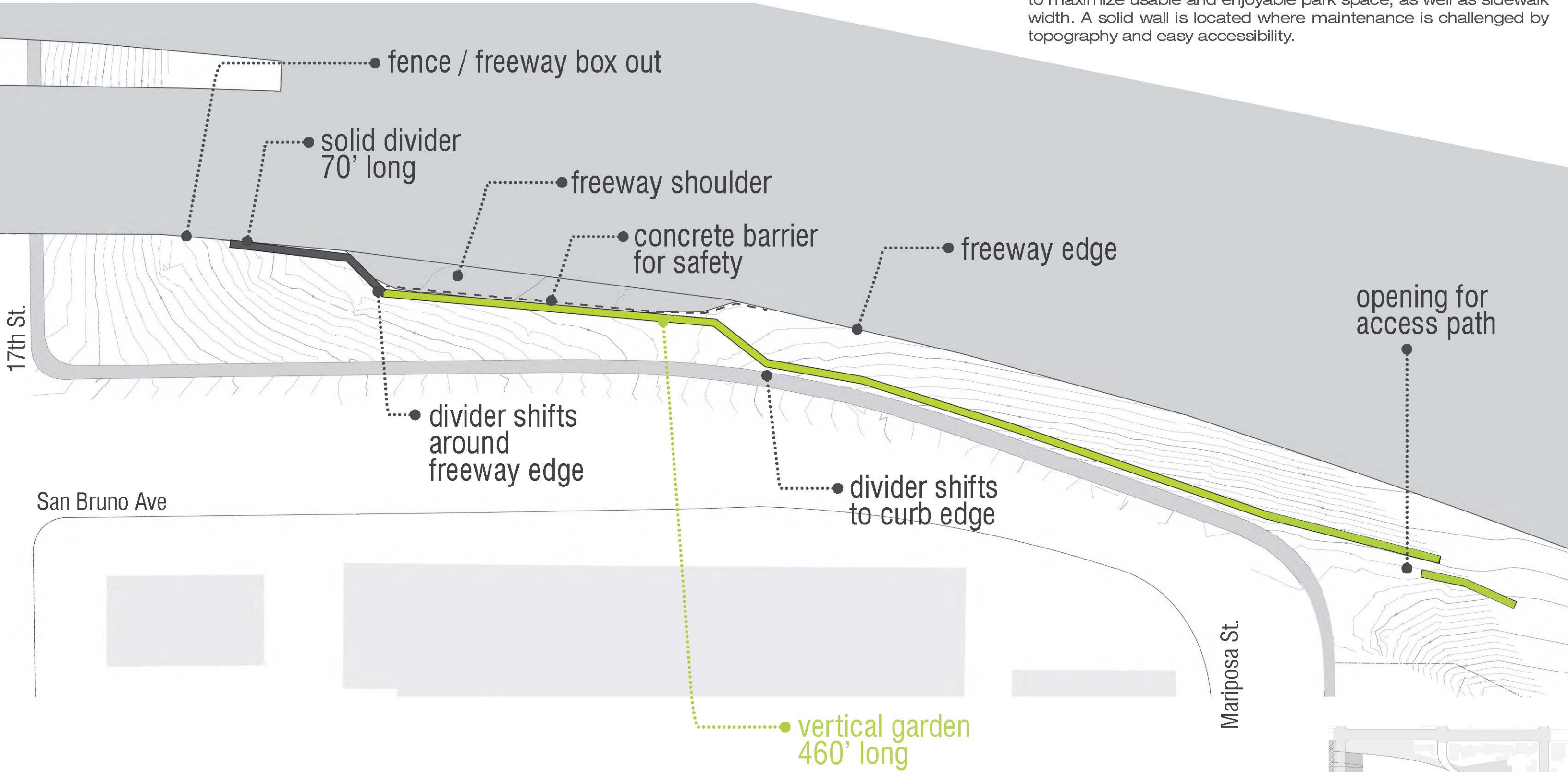
- 1) Preserve the downtown view.
- 2) Block freeway traffic.
- 3) The existing foliage height is good for a future divider.

(Illustrations from the focus group session are included in the appendix.) A **vertical garden** is proposed as the divider between the park and freeway. It would maximize usable and enjoyable park space, create habitat for pollinator species, and create an opportunity for community involvement through planting.



Divider Placement & Type

The identified divider placement would maximize usable park space. It shifts around the existing freeway shoulder and to the curb edge to fit into the site topography. The divider would be a combination of a Vertical Garden and a Solid Wall. The vertical garden is located to maximize usable and enjoyable park space, as well as sidewalk width. A solid wall is located where maintenance is challenged by topography and easy accessibility.



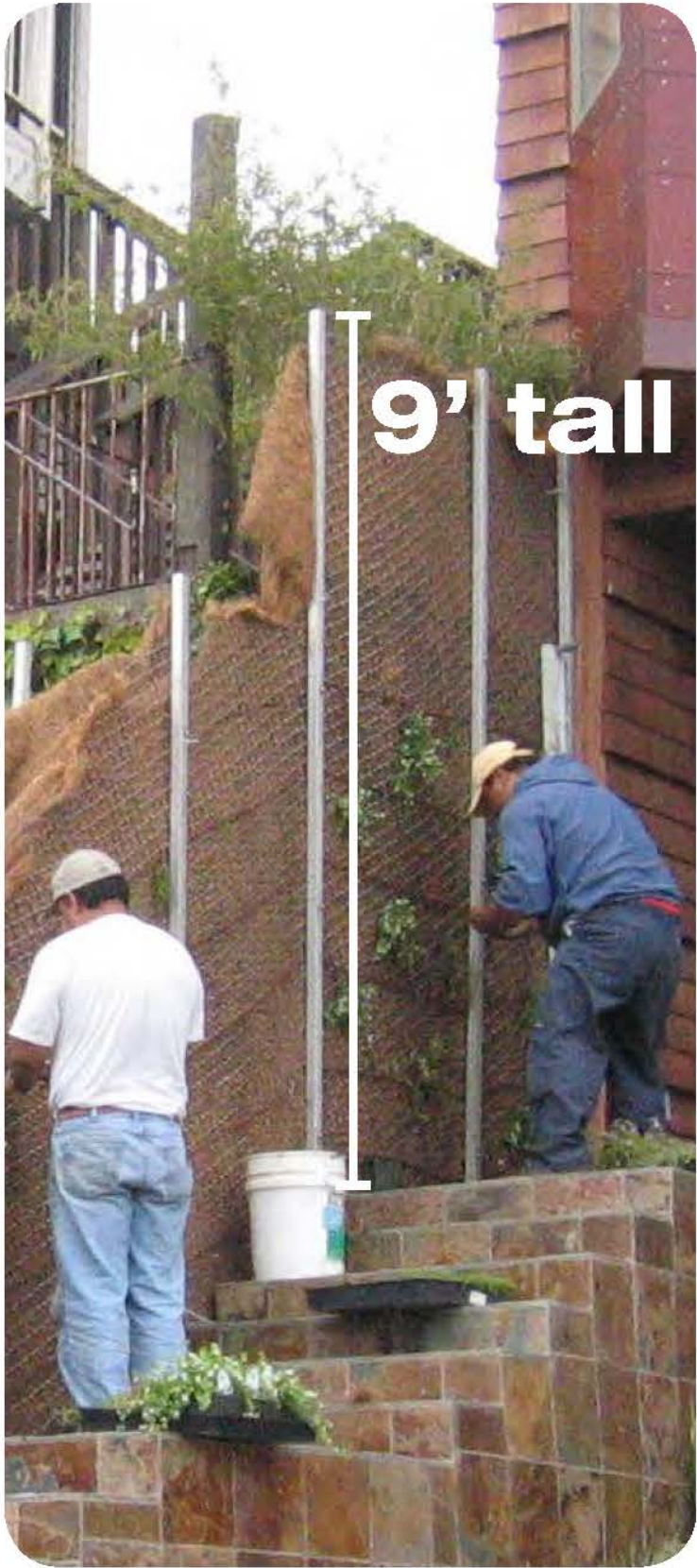
Traditional Soundwall

A traditional soundwall has characteristics that are not conducive to an enjoyable park. Typical soundwalls characteristics include: rigid, continuous footings, expensive, a surface for spray paint, single vine planting, and requires wind, load, acoustic, detailed testing & calculations. For easy access and maintenance, we recommend a traditional soundwall at certain locations in conjunction with the vertical garden.



Alternative Vertical Garden: materials

A vertical garden has characteristics more conducive to creating an enjoyable and usable park. These include flexibility, pier footings, diverse plantings, spray paint deterrent, coconut husk/geotextile, unique, aesthetically attractive, pollinator habitat, community planting opportunity, and sound absorption.

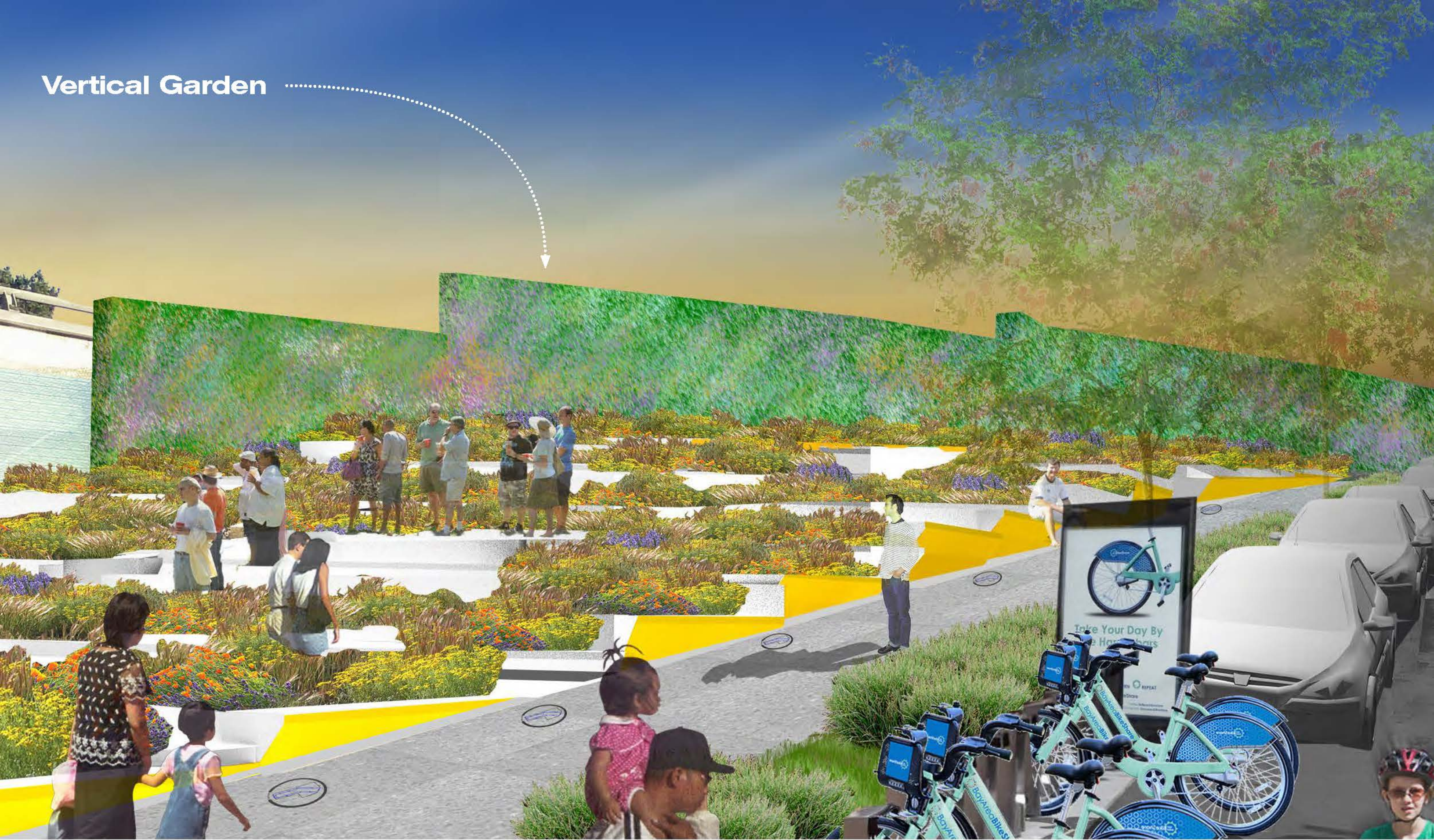


Alternative Vertical Garden: planted

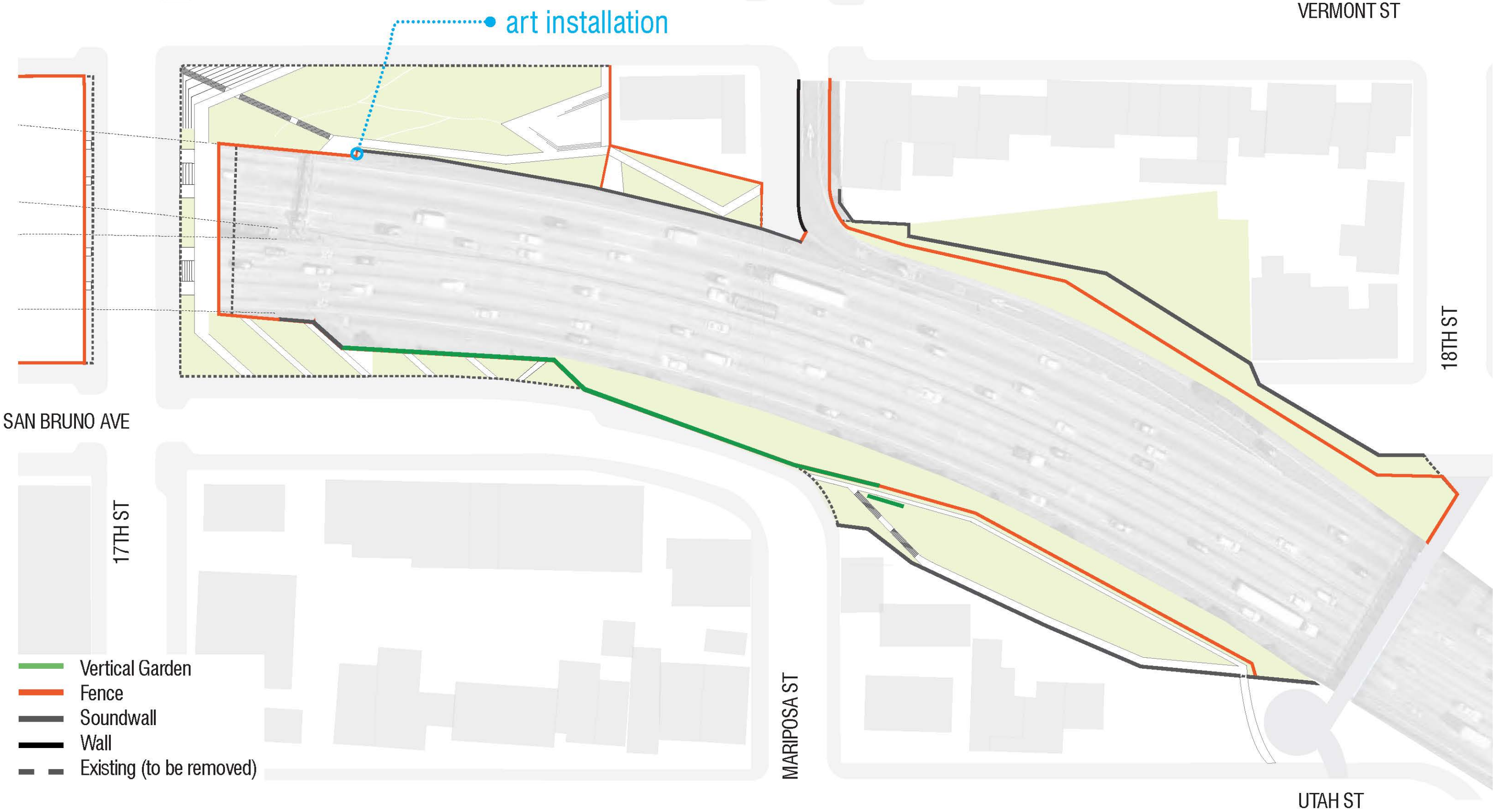
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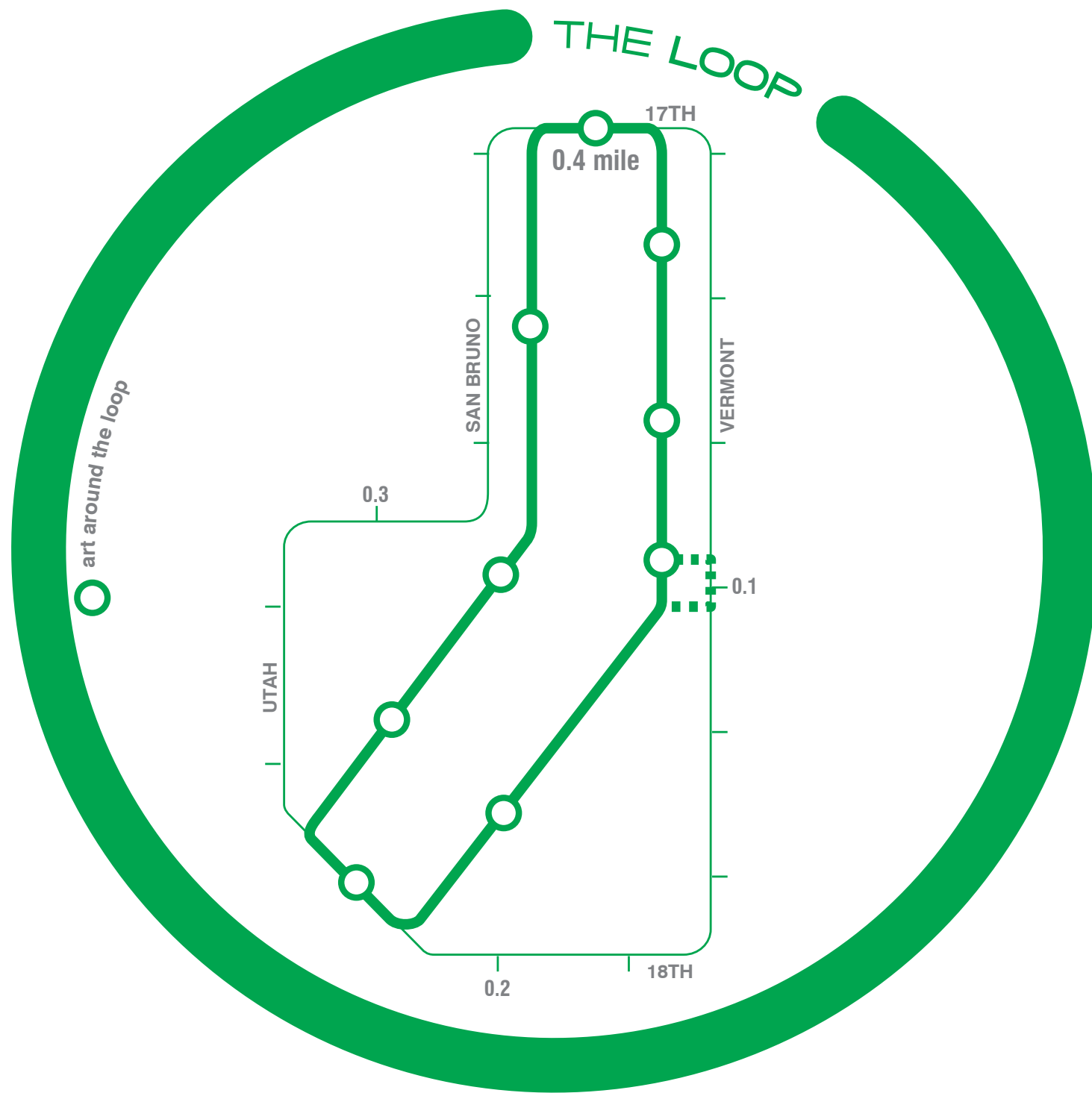


Vertical Garden



Proposed Boundary



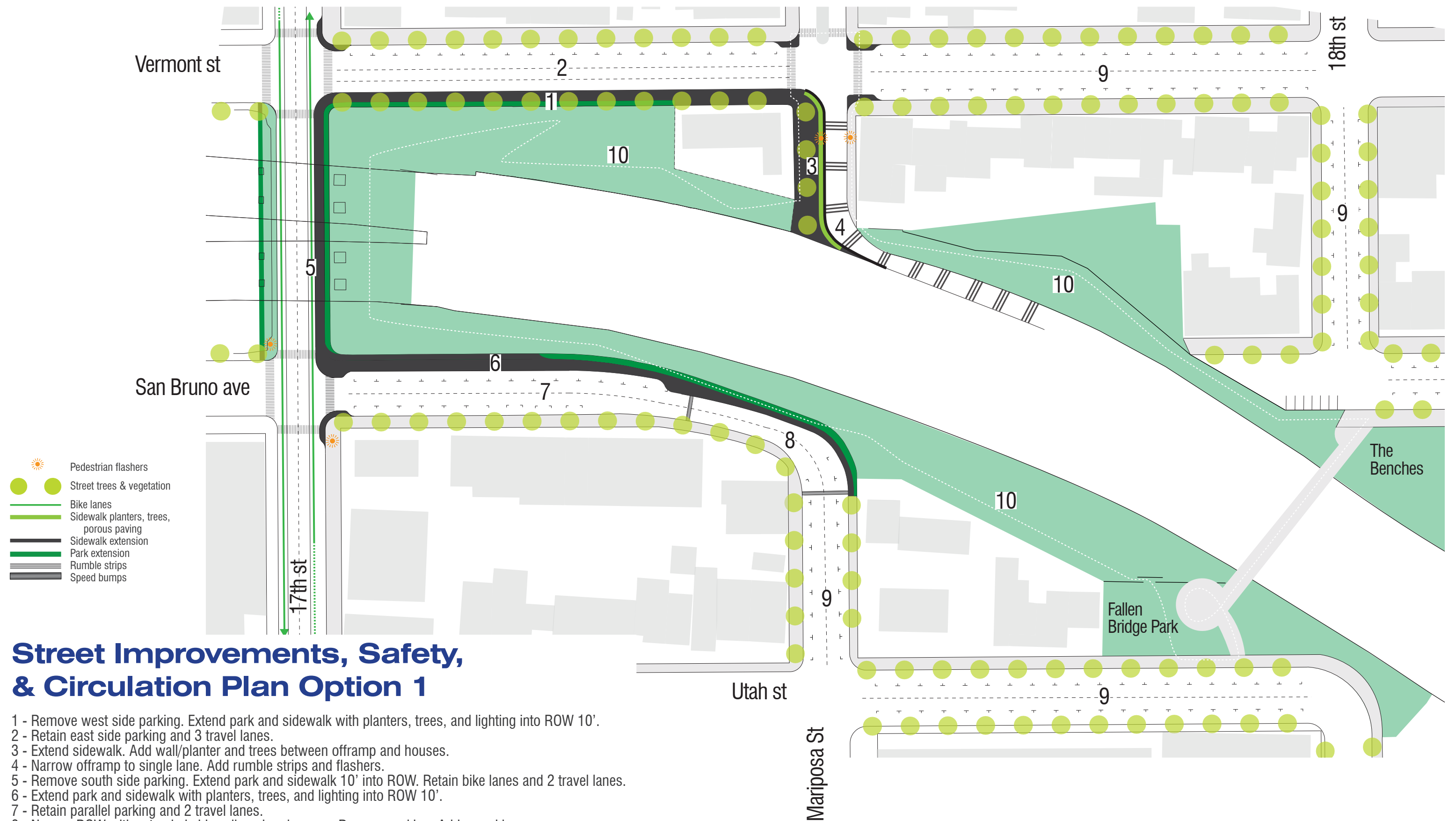


Street Improvements, Safety & Circulation

A photograph of a multi-lane highway with a black SUV in the foreground and a blue pedestrian bridge in the background. The road is curving to the right, and there are trees and hills on either side. The sky is clear and blue.

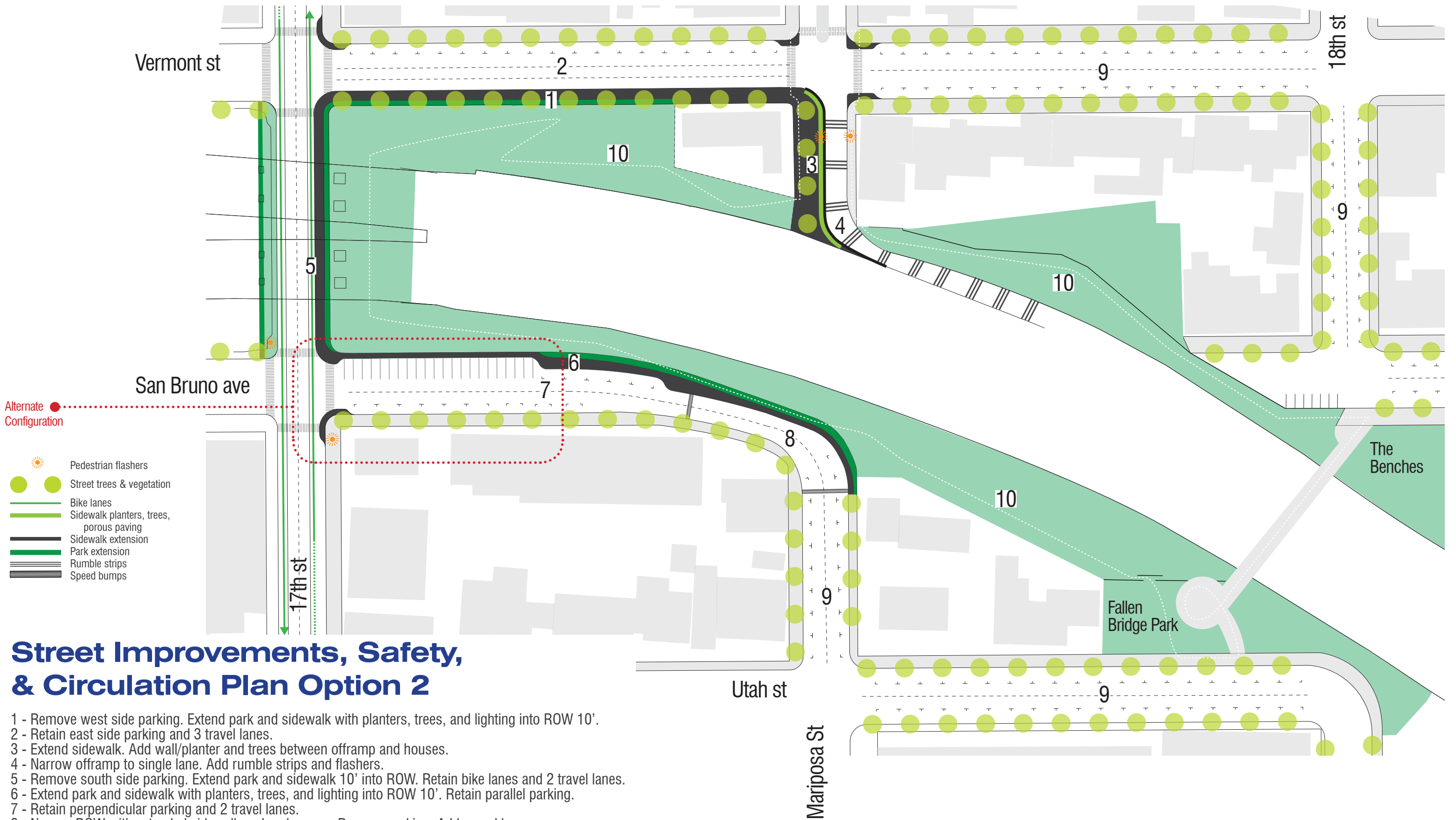
STREET IMPROVEMENTS, SAFETY, & CIRCULATION

Bionic was commissioned to design a park. To promote the best possible open space, we could not overlook a range of improvements that would improve the streetscape, safety, and circulation of the Loop. The proposed plan and suggested improvements encapsulates the community's wish list to create a park that is accessible, enjoyable, and safe. Additional studies are needed to determine the feasibility of the proposed improvements.



Street Improvements, Safety, & Circulation Plan Option 1

- 1 - Remove west side parking. Extend park and sidewalk with planters, trees, and lighting into ROW 10'.
- 2 - Retain east side parking and 3 travel lanes.
- 3 - Extend sidewalk. Add wall/planter and trees between offramp and houses.
- 4 - Narrow offramp to single lane. Add rumble strips and flashers.
- 5 - Remove south side parking. Extend park and sidewalk 10' into ROW. Retain bike lanes and 2 travel lanes.
- 6 - Extend park and sidewalk with planters, trees, and lighting into ROW 10'.
- 7 - Retain parallel parking and 2 travel lanes.
- 8 - Narrow ROW with extended sidewalk and park space. Remove parking. Add speed bumps.
- 9 - Green Streets to emphasize the Loop: street trees, sidewalk vegetation, and porous paving.
- 10 - Create continuous pedestrian access around the Loop.



Street Improvements, Safety, & Circulation Plan Option 2

- 1 - Remove west side parking. Extend park and sidewalk with planters, trees, and lighting into ROW 10'.
- 2 - Retain east side parking and 3 travel lanes.
- 3 - Extend sidewalk. Add wall/planter and trees between offramp and houses.
- 4 - Narrow offramp to single lane. Add rumble strips and flashers.
- 5 - Remove south side parking. Extend park and sidewalk 10' into ROW. Retain bike lanes and 2 travel lanes.
- 6 - Extend park and sidewalk with planters, trees, and lighting into ROW 10'. Retain parallel parking.
- 7 - Retain perpendicular parking and 2 travel lanes.
- 8 - Narrow ROW with extended sidewalk and park space. Remove parking. Add speed bumps.
- 9 - Green Streets to emphasize the Loop: street trees, sidewalk vegetation, and porous paving.
- 10 - Create continuous pedestrian access around the Loop.

Green Street Improvements

A survey from Workshop 1 indicated that the community desired green street improvements throughout the Loop. Green street improvements could be incorporated into the Loop through the Better Streets Plan and the Friends of the Urban Forest. Projects could include new street trees, sidewalk vegetation, swales, and porous pavement.

	YES	NO	N/A
Street Tree	65%	17%	17%
Vegetation	69%	10%	21%



