

Acknowledgments

ACKNOWLEDGMENTS

The Potrero Gateway Park Steering Committee would like to acknowledge and thank those that generously contributed their time, expertise, and support throughout the design and community planning process to develop the complete vision for The Loop.

The Committee would also like to give special thanks to Jean Bogiages for coordinating the planning process and championing the project as the Steering Committee project lead.

City Family

Malia Cohen, *San Francisco District 10 Supervisor*
Jerad Weiner, *DPW Community Liaison*
Chris Balingit, *Caltrans District 10 Manager*
Lorena Wong, *Caltrans Senior Landscape Architect*
Rachel Carpenter, *SFMTA Livable Streets Subdivision*

San Francisco Parks Alliance (Park Group Fiscal Sponsor)

Steve Schweigert, *Director of Stewardship*
Julia Brashares, *Director of Street Parks*

BIONIC (professional / pro-bono Design Services)

Marcel Wilson, *Principal / Design Lead*
Sarah Moos, *Project Manager*

Russian Gospel Church (meeting room facility and support)

Pastor Yuriy Georgiev
Pastor David Dumovsky

Trumark

Kim Diamond, *Development Director*
Jessie Stewart, *Development Associate*

GBD (Green Benefits District) Co-chairs (for advice and direction)

Bruce Huie
Tony Kelly

Community Members

Thank you to all members of the community that participated in the planning process by attended meetings and focus group sessions, and responding to surveys.

Land Survey

Serena Goodwin
Jean Bogiages

University of California, Berkeley

Walter Hood, *Professor of Landscape Architecture*
Thomas Church Memorial Design Competition

Steering Committee

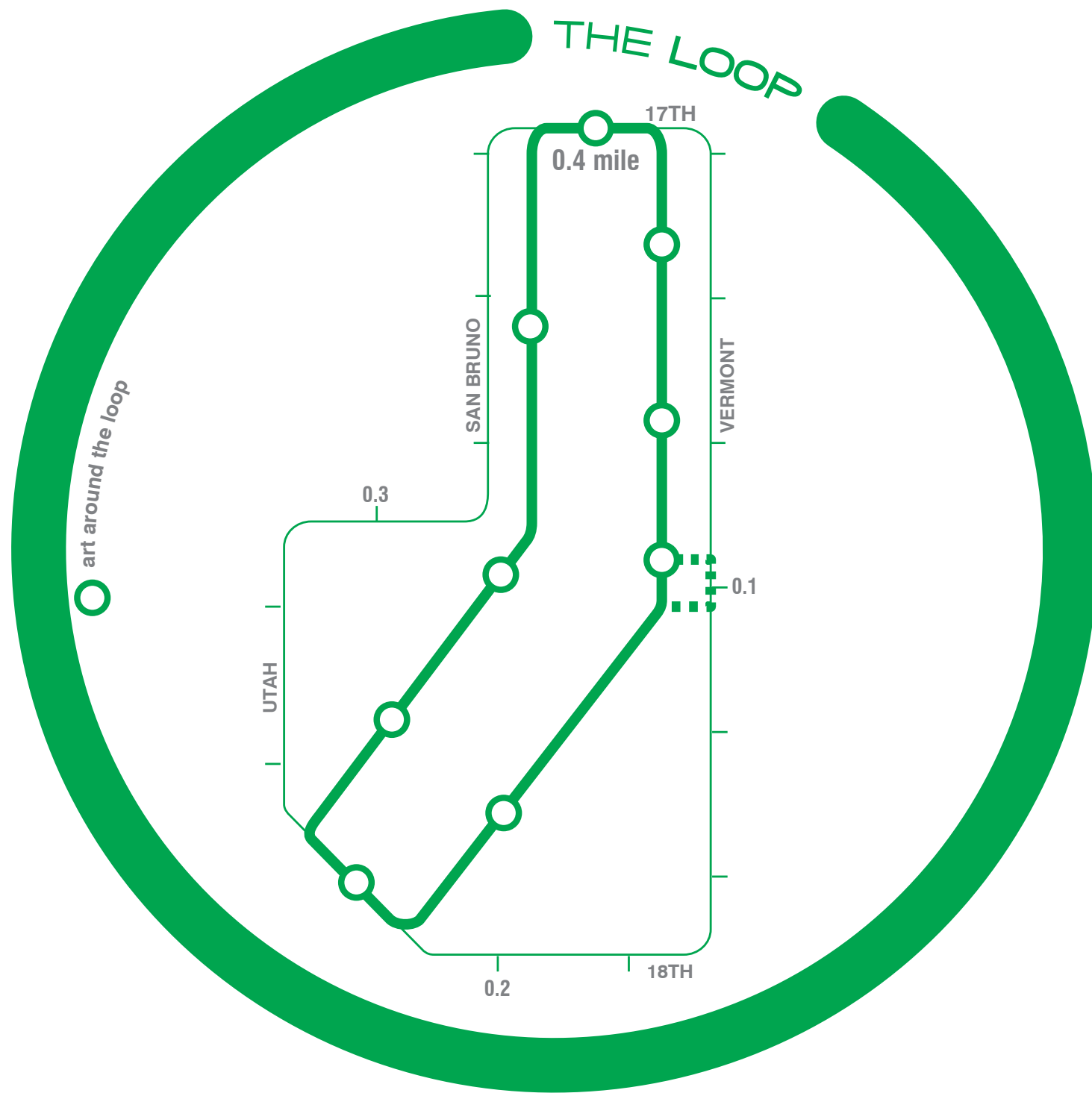
Vermont Street
Dianne Bates
Umesh Bhandary
Michael Kerbow
Melissa Wong

San Bruno Avenue
Maria Tong
Mary Gooseff

Mariposa Street
Sheldon Trimble
Karin Bauer

Utah Street
JR Eppler
Jean Bogiages





Appendix

Items included in the appendix document the topics and options that were developed and presented as part of the public process for the Loop that informed the complete vision.

The appendix includes the following topics:

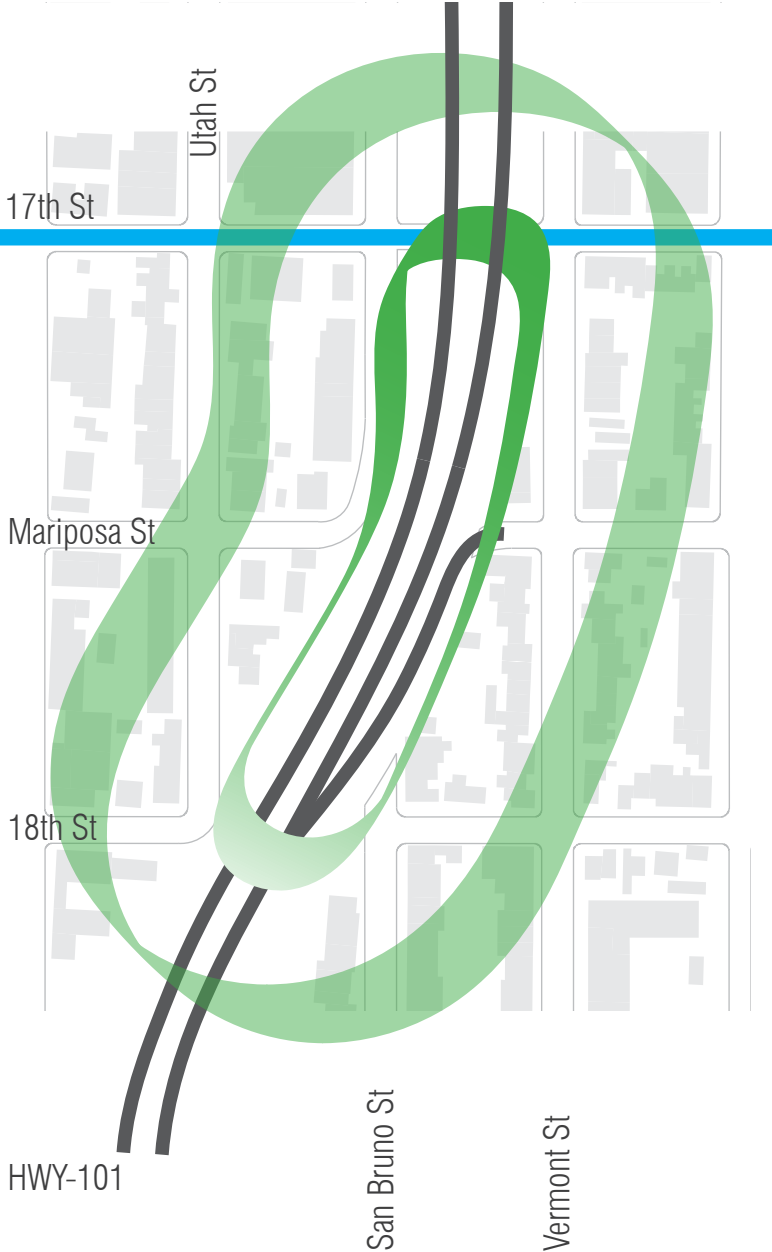
- Original Concept Pamphlet
- Precedents
- CEPTED: Crime Prevention Through Environmental Design
- Process Photos
- Workshop 1: Feedback
- Workshop 2: Feedback
- Design Options Considered for 17th Street & Beneath the Freeway
- San Bruno Vertical Divider Focus Group Session



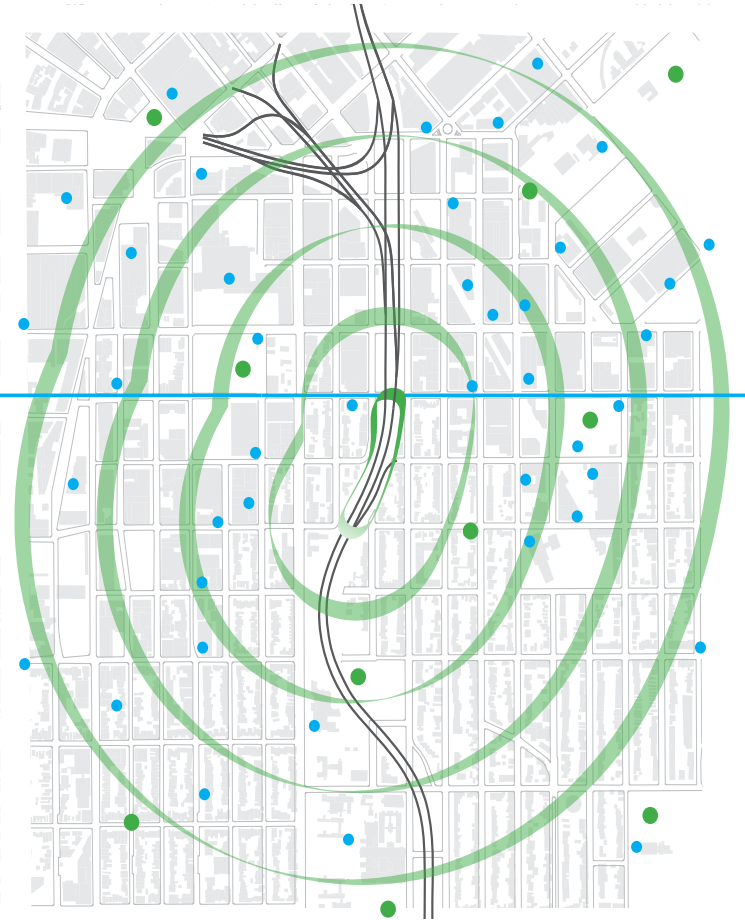
HAVE YOU SEEN THE **LOOP**?



THE **LOOP** IS A NETWORK of EXISTING & POTENTIAL OPEN SPACES



THE **LOOP** IS A GATEWAY to 17TH STREET & THE COMMUNITY



17th Street is an SF Bicycle Coalition **BIKE ROUTE** & SF Planning Department **GREEN CONNECTOR** linking the Mission District **BART STATION** to the **BLUEGREENWAY** & the southeastern **WATERFRONT**

THE **LOOP** CONNECTS THE CITY!

Pamphlet

IMPROVEMENT ZONES

- 1: San Bruno
- 2: Beneath freeway/17th Street
- 3: Vermont
- 4: Vermont Exit
- 5: Mariposa Hillside
- 6: Green streets

POTENTIAL IMPROVEMENTS

- BIKE LANE
- ART
- PLANTS
- SEATING
- TREE SCREEN
- DOG RUN
- PLAY
- CIRCULATION
- SAFE
- LIGHT
- NARROW STREET
- VIEWS
- HIKE
- REDUCE NOISE
- TRAFFIC CALMING
- BIKE
- WALK
- GREENING
- PLANT
- STREET TREES
- GROW
- JOG
- PEDESTRIAN BRIDGE



WE ARE:

MUNA (Mariposa Utah Vermont Neighborhood Association)

In the process of outreach in preparation for a design process to revitalize the 17th Street Gateway to the Loop.

WE WANT TO:

- develop a short-term and long-term plan to design, build, and use the LOOP
- work with Caltrans and DPW to redesign the freeway right-of-way and neighborhood streets for recreation, circulation, vegetation, a dog park, and public art
- reduce noise and pollution from the freeway using vegetation and tree planting
- limit illegal activity and improve upkeep and maintenance around the freeway
- improve pedestrian and bicyclist circulation above, below, and around the freeway using light, art, seating, and planted areas

WE NEED TO:

Find partners to work with us and raise funding for this project through grants from organizations and the city, donations, support from local businesses, and YOUR HELP.

LET'S TALK ABOUT THE GATEWAY LOOP!

For more information contact MUNA at: contact@sfmuna.org

For project history and donations visit: <http://sfmuna.org/gateway>

PARTNERS:



Precedents

ACCESS

Clockwise from top left:
Buffalo Bayou - Houston,
Underpass Park - Toronto,
Bike Chandelier Art - San Antonio.

bionic

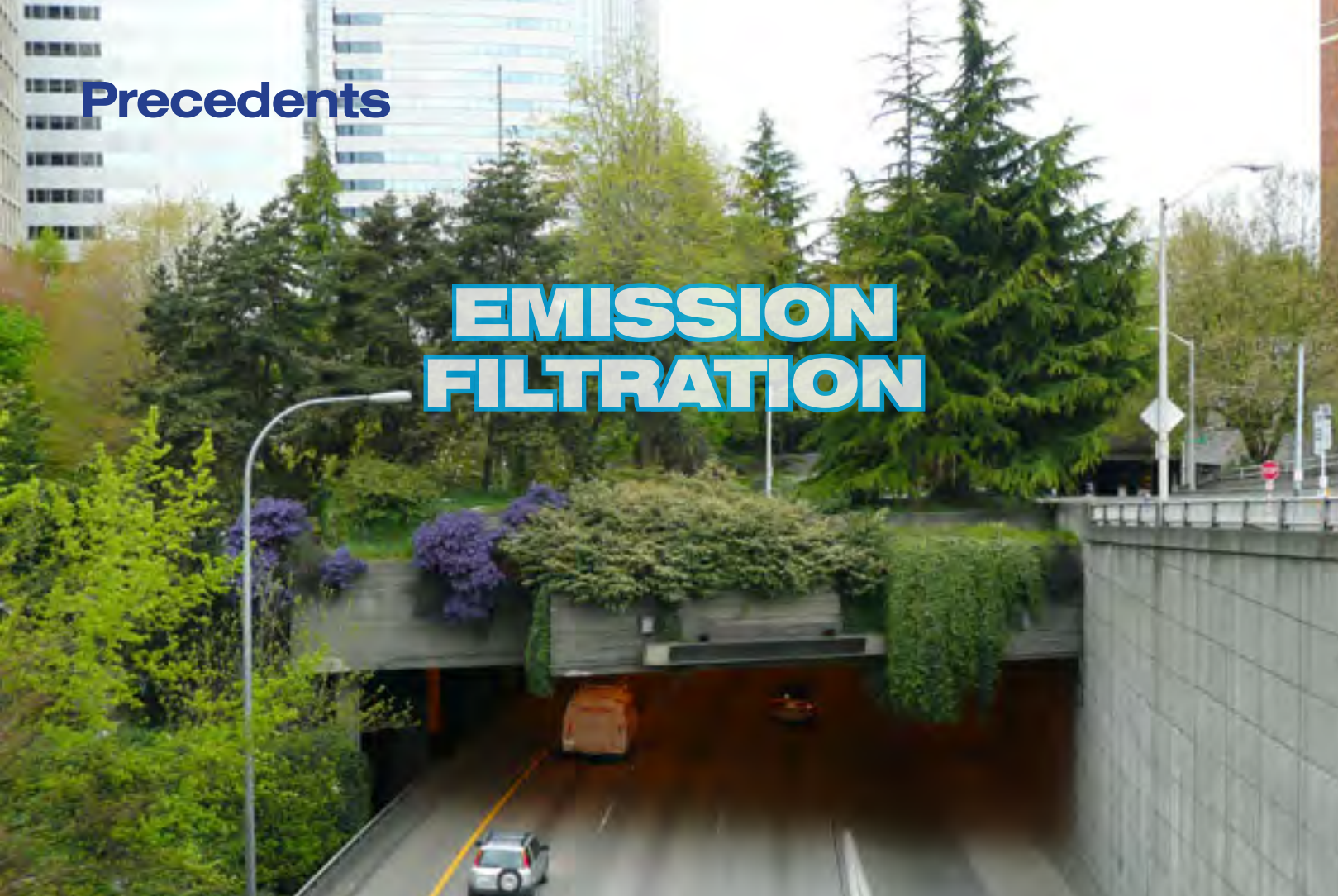
SAFETY

VISIBILITY

the loop

Precedents

EMISSION FILTRATION



STORMWATER CATCHMENT



SOUND ABATEMENT



REVENUE



*Clockwise from top left:
Freeway Park - Seattle
A8ernA Zaanstad - Netherlands,
Soundwall - Australia,
Mountain Biking - Seattle.*

bionic

the loop

CEPTED: Crime Prevention through Environmental Design



Natural Surveillance



- establish clear sightlines
- maximize eyes on the street
- pedestrian-friendly sidewalks & streets
- adequate lighting



Natural Access Control



- include two points of egress
- clearly indicate public routes
- direct access with structural elements



Territorial Reinforcement



- defined property lines
- distinguished private & public spaces
- plantings, pavement, fences & gateways

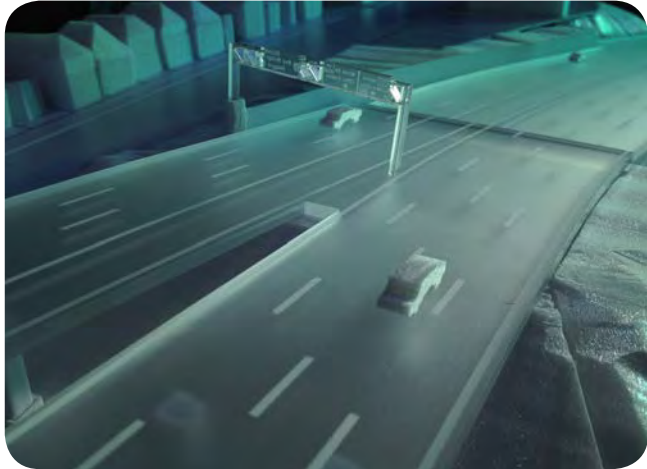
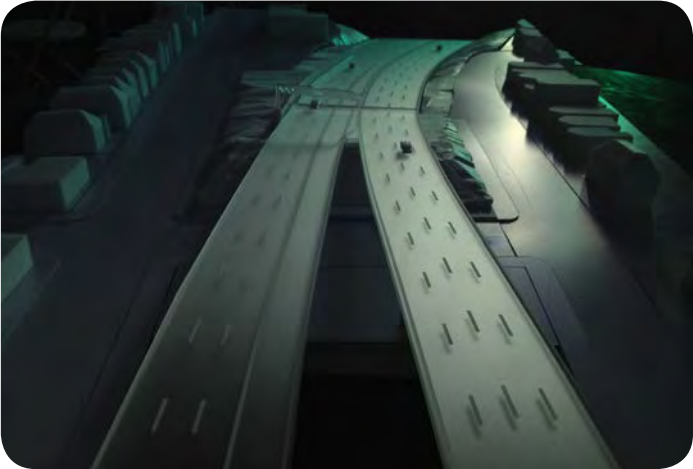


Maintenance

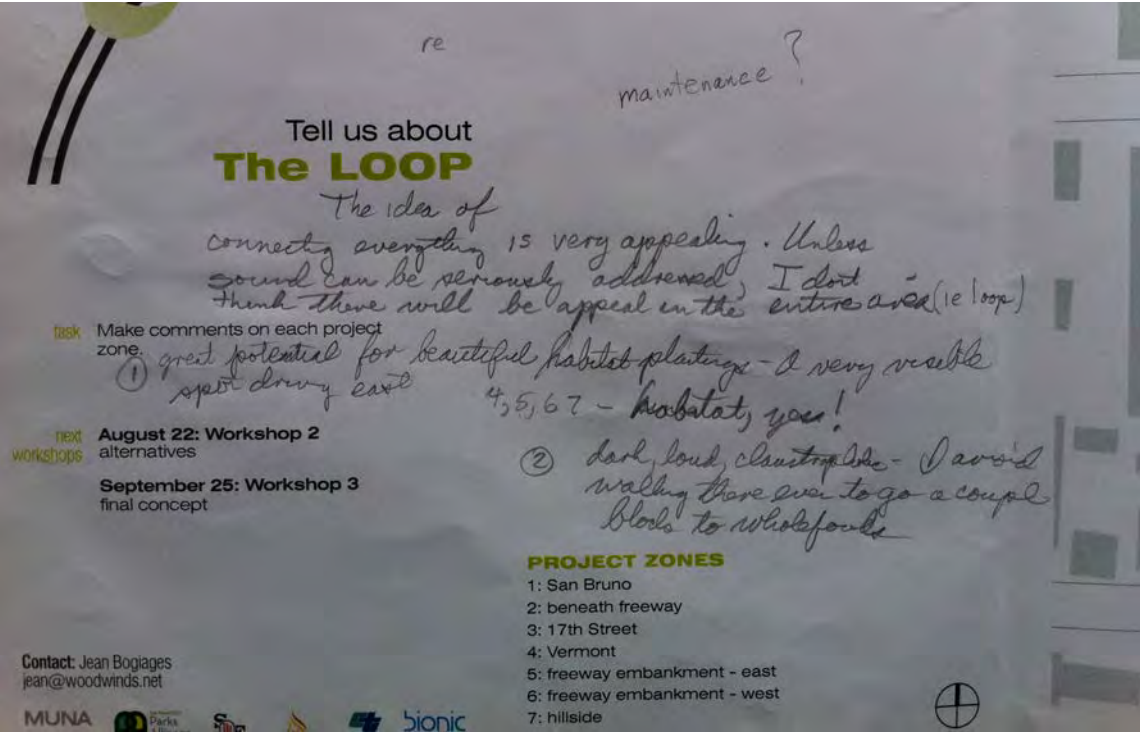
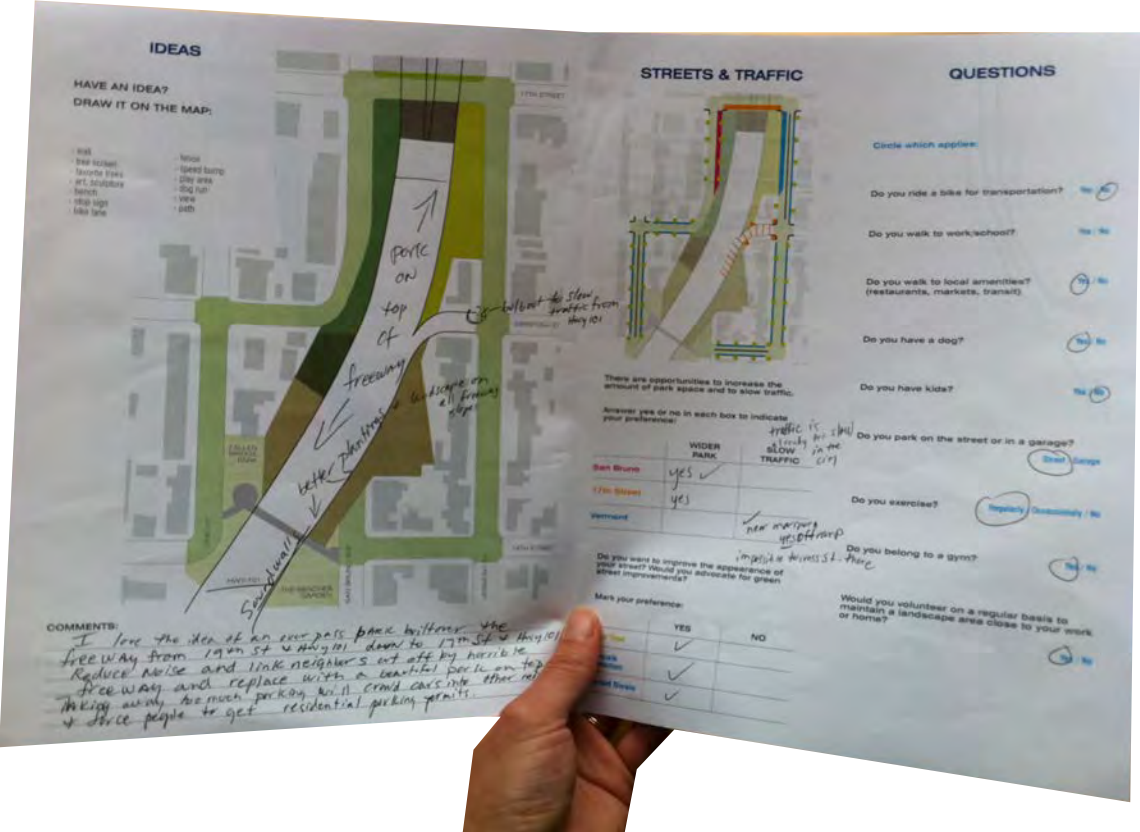


- reinforces other CPTED principles
- adhere to prescribed landscape & lighting

Process Photos: Workshop 1



Process Photos: Workshop/Handout 1



Workshop 1: Results

Please Indicate on map:

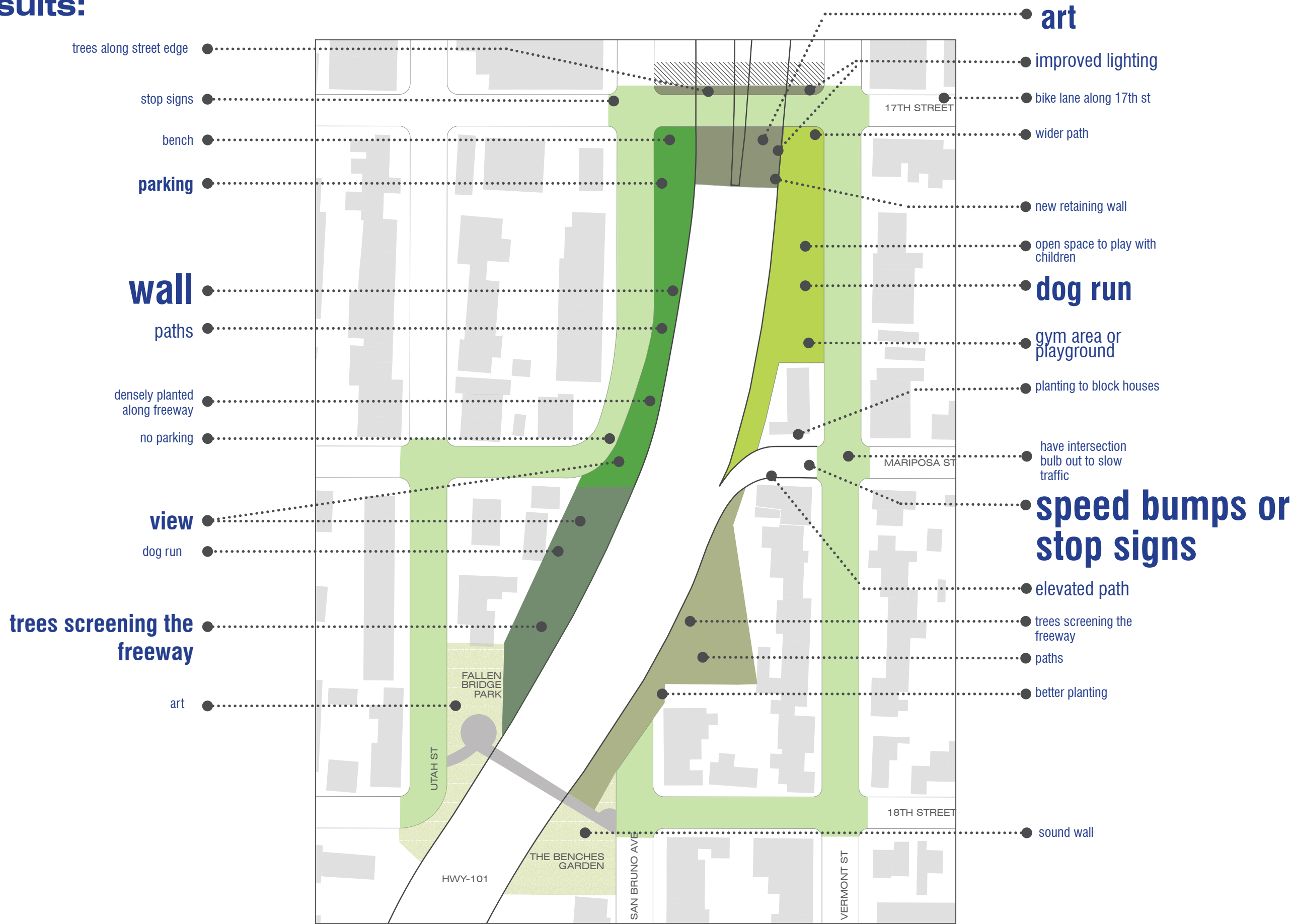
- X WHERE DO YOU LIVE/WORK?
- WHAT IS THE MOST DANGEROUS SPOT?
- WHICH ZONES ARE IN THE WORST CONDITION? PICK 2.
- ▲ WHAT IS YOUR FAVORITE SPOT?

Opportunity

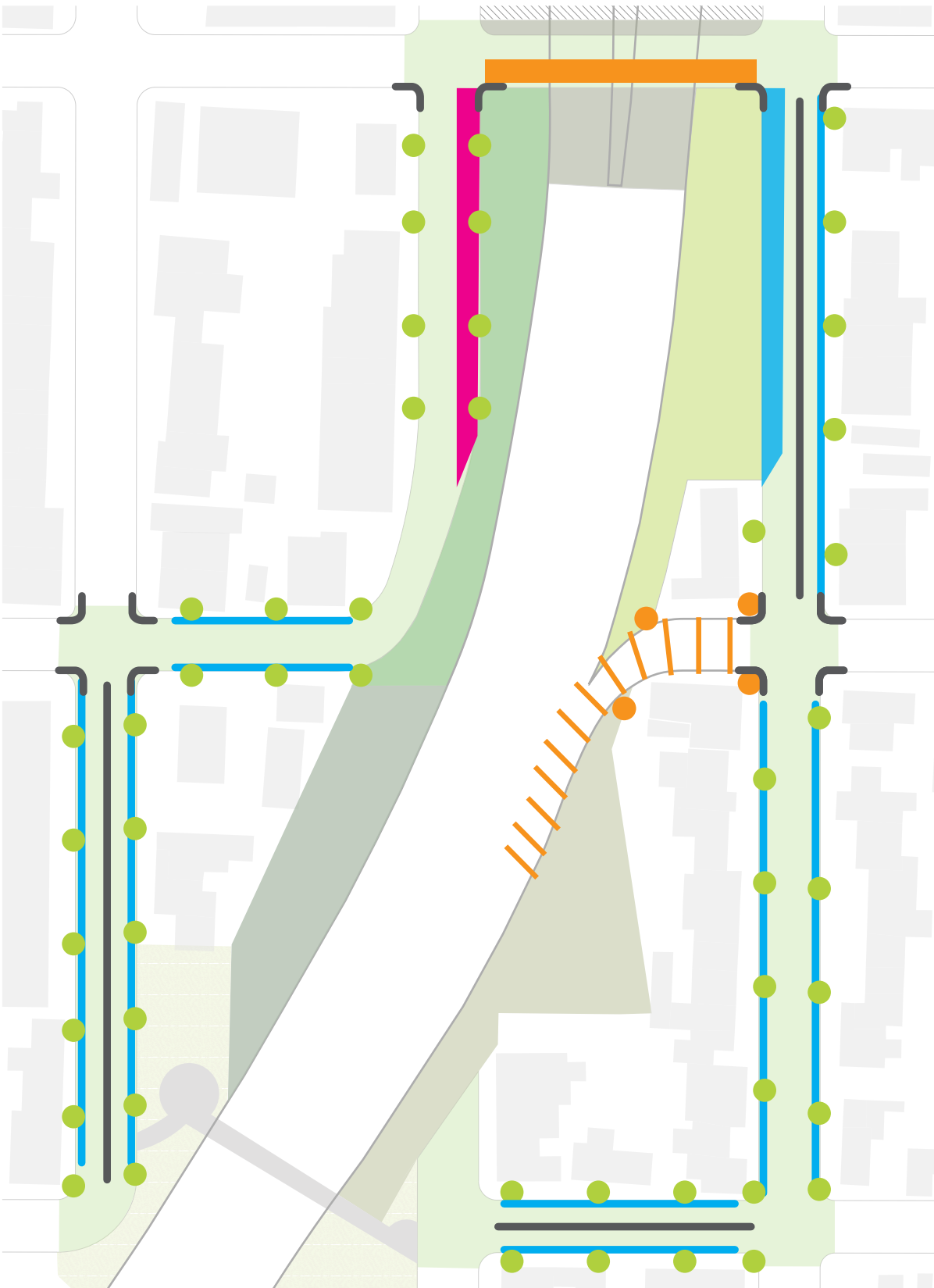
- each zone needs attention
- establish identity
- introduce program
- provide continuous access



Workshop 1 Results: Comments



Workshop 1 Results: Streets, Safety & Traffic Priorities



WIDER PARK

	YES	NO	N/A
San Bruno	55%	24%	21%
17th Street	62%	21%	17%
Vermont	59%	14%	27%

SLOW TRAFFIC

	YES	NO	N/A
San Bruno	79%	4%	14%
17th Street	62%	14%	24%
Vermont	76%	7%	17%

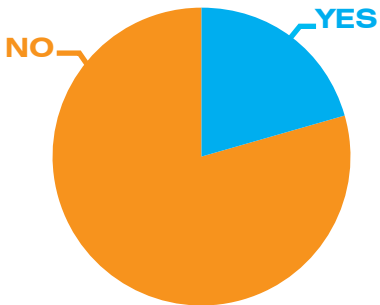
GREEN STREET IMPROVEMENTS

	YES	NO	N/A
Street Tree	65%	17%	17%
Vegetation	69%	10%	21%
Planted Swale	48%	14%	38%

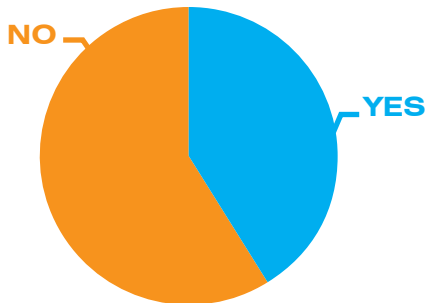
*29 people participated in this survey

Workshop 1 Results: Percentages

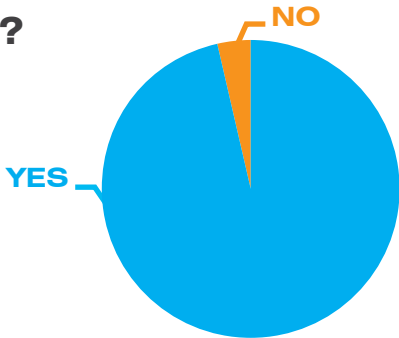
Do you ride a bike for transportation?



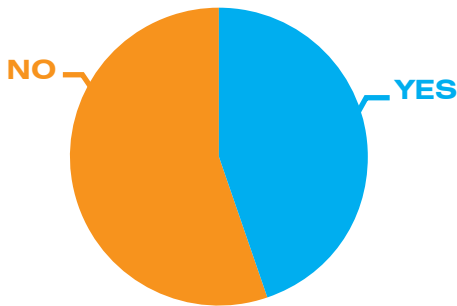
Do you walk to work/school?



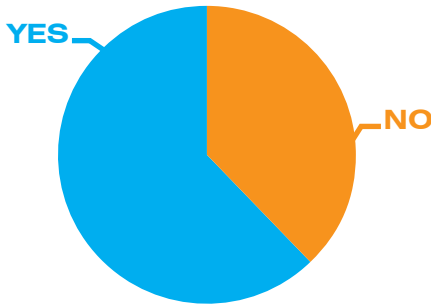
Do you walk to local amenities?
(restaurants, markets, transit)



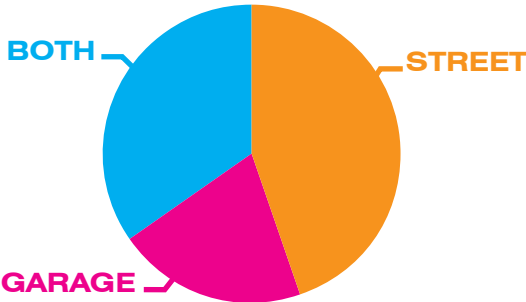
Do you have a dog?



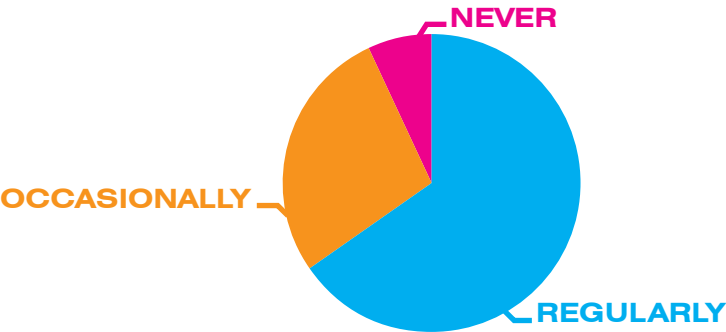
Do you have kids?



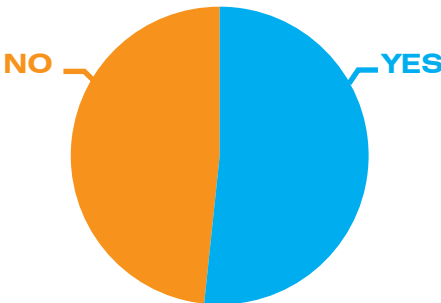
Do you park on the street or in a garage?



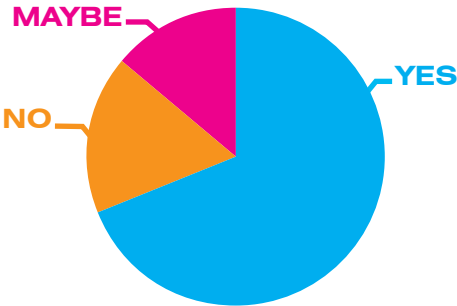
Do you exercise?



Do you belong to a gym?



Would you volunteer on a regular basis to maintain a landscape area close to your work or home?



Process Photos: Workshop 2



Workshop 2 Results

COMMENTS:

GENERAL

“I like the idea of having this exist as a unified green zone of varied landscaping.”

“Activating the space is key.”

“I like the serpentine native plant and grassland idea.”

TERRACES:

“Using various scales of terraces on the 2 sides would be nice.”

“Worried about terraces as an invitation to set up housing, but if we have low plantings and keep it open and exposed, there may not be a large population.”

“Can we have flat areas that are not paved to reduce the overall noise?”

VERTICAL GARDEN

“Living wall concept looks great!”

“Love the garden sound wall idea.”

“Excited about vertical gardens: cost effective and meets our goals of reducing noise, aesthetically pleasing, green and fragrant.”

“Vertical garden is good if it works with low maintenance.”

STREET IMPROVEMENTS, CIRCULATION & PARKING

“Make San Bruno a one-way street to the south, 90 degree or angled parking on San Bruno on the freeway side.” (2 comments)

“We need parking (BIG CONCERN).”

“Great to slow down traffic.”

“For traffic control, I worry about rumble strips or bumps causing noise on the Vermont Street exit. Traffic signs further up the freeway would be nice.”

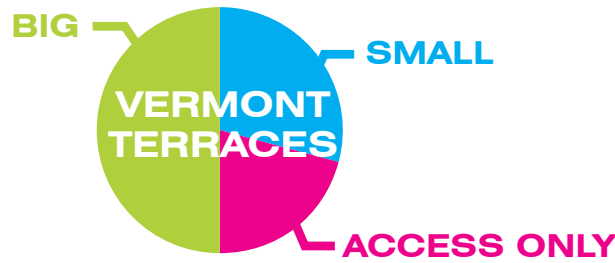
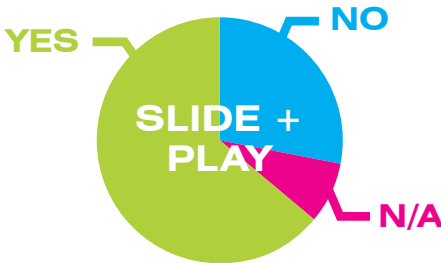
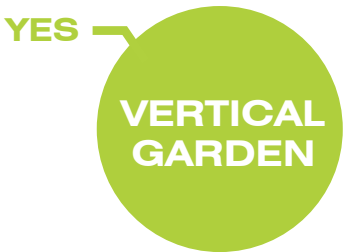
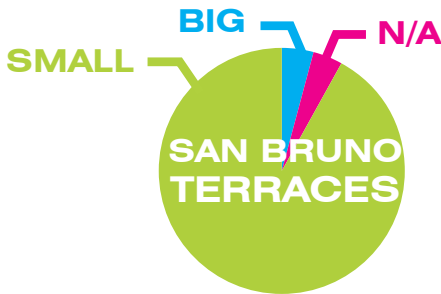
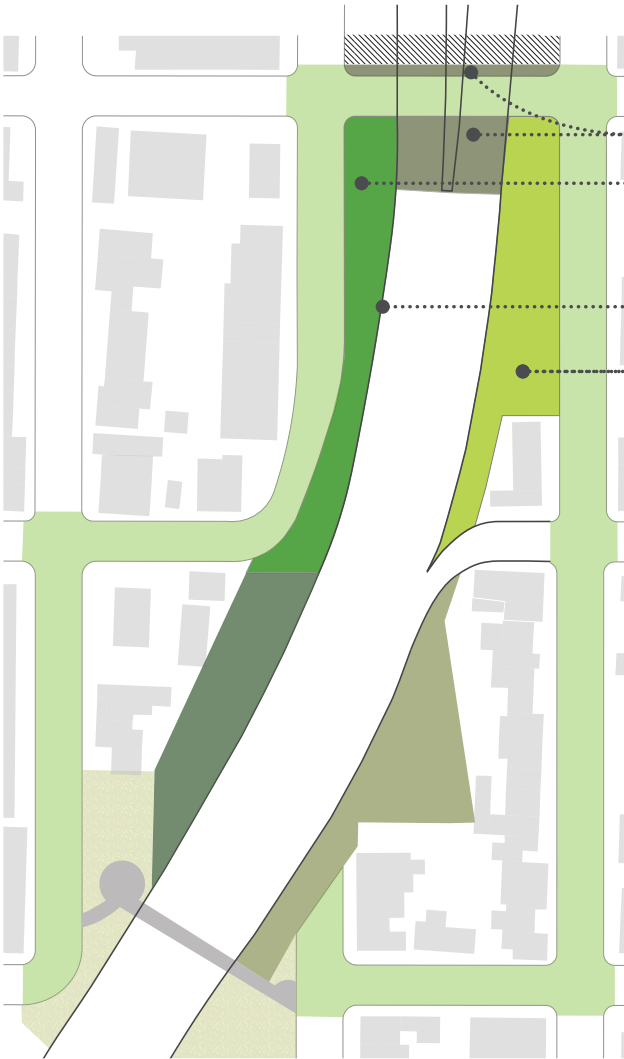
PROGRAM

“Concerned that programming will increase congestion and traffic!”

“Lighting is a must at night, not just for businesses during the day.”

“I think it will require micro/container businesses to enable the pedestrian traffic. Otherwise I suspect it would continue to be co-opted by homeless encampments.”

* 14 respondents

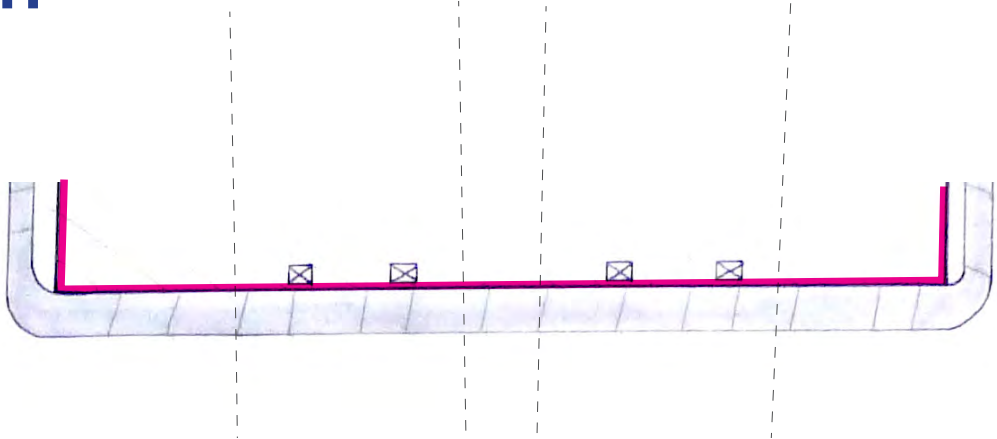


Process Photos: Workshop 3

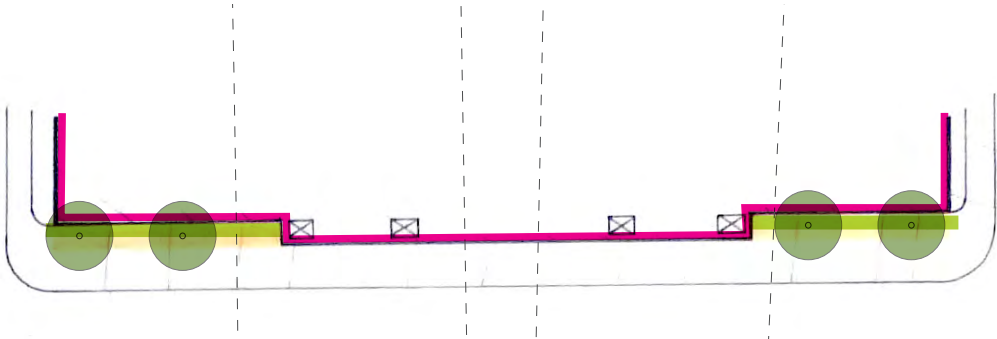


Considered Options: Beneath Freeway/17th

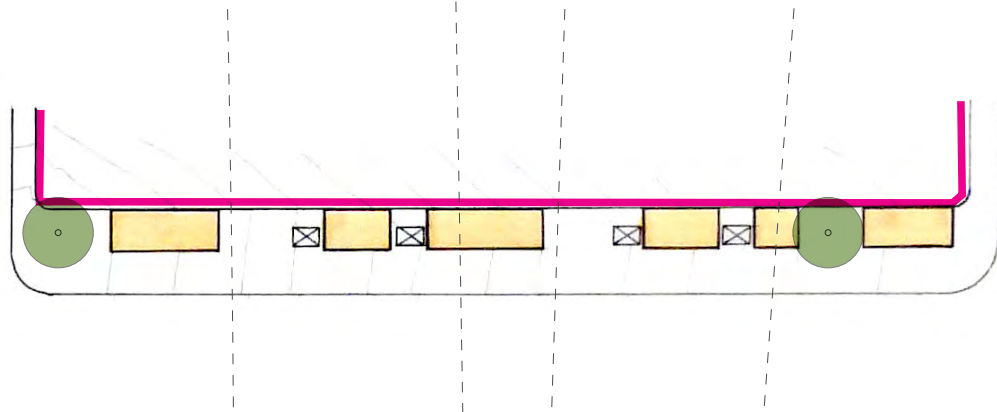
Option 1
PAVE & FENCE



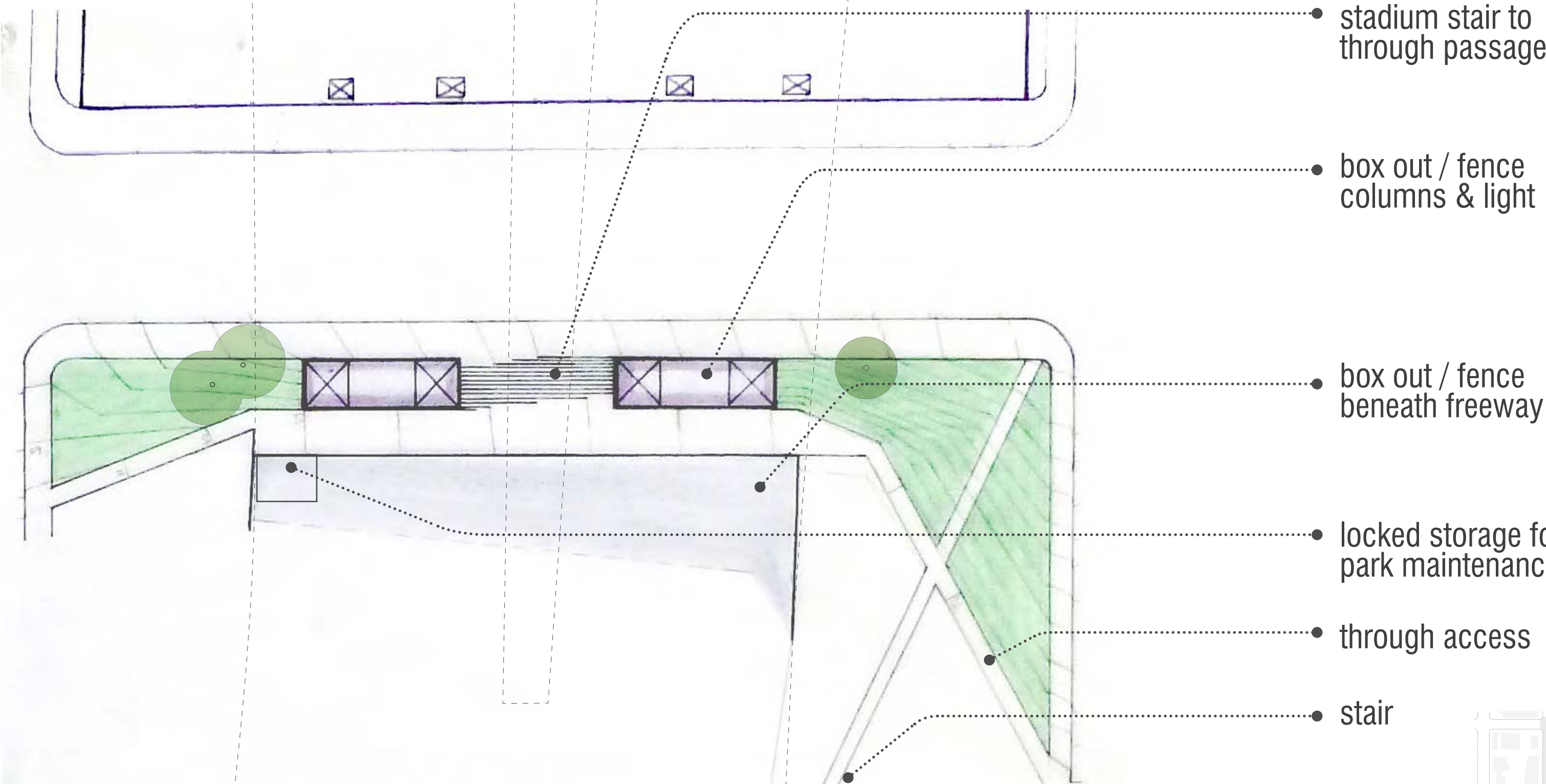
Option 2
CORNER PLANTING



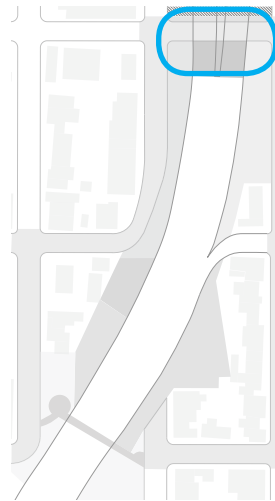
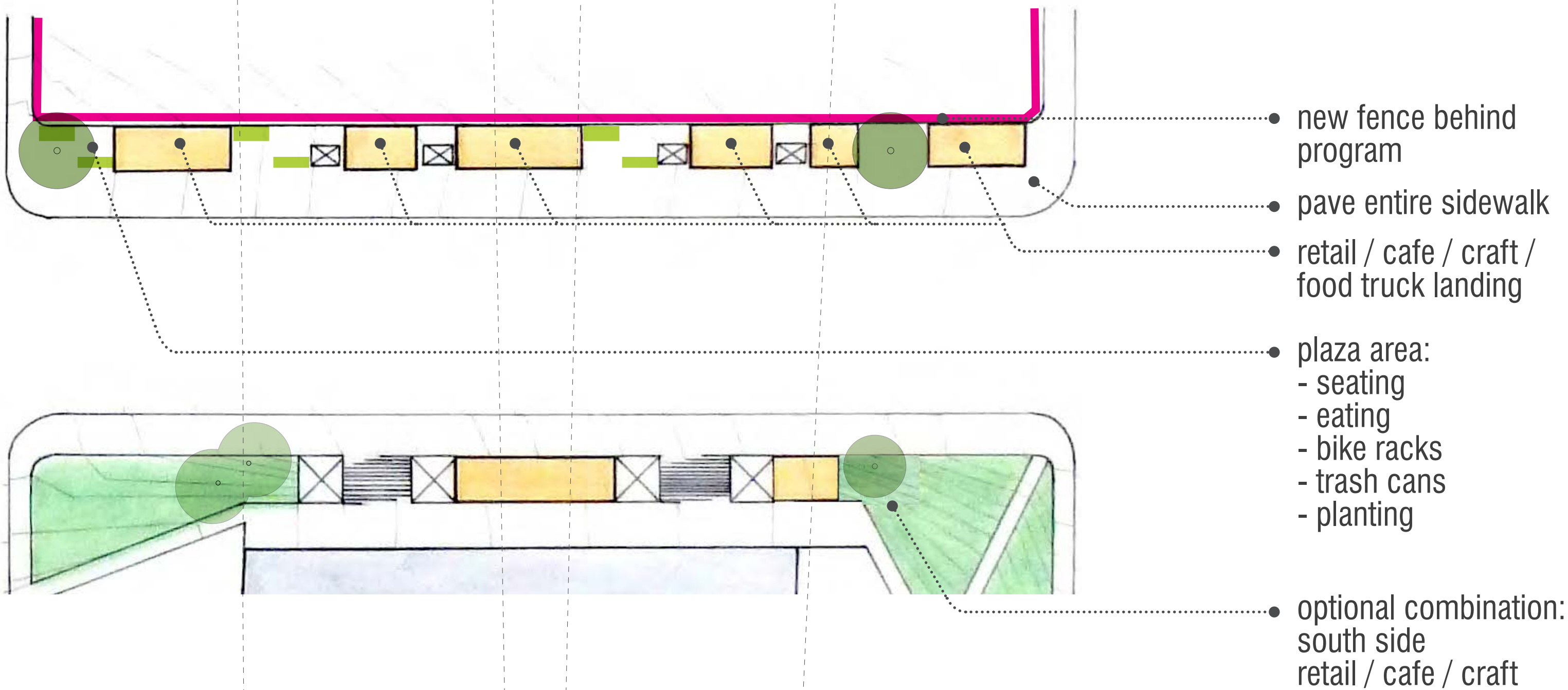
Option 3
PROGRAM



Cladding Approach



Program Approach



17th Street North - UPS parking lot

Area Conditions & Concerns:

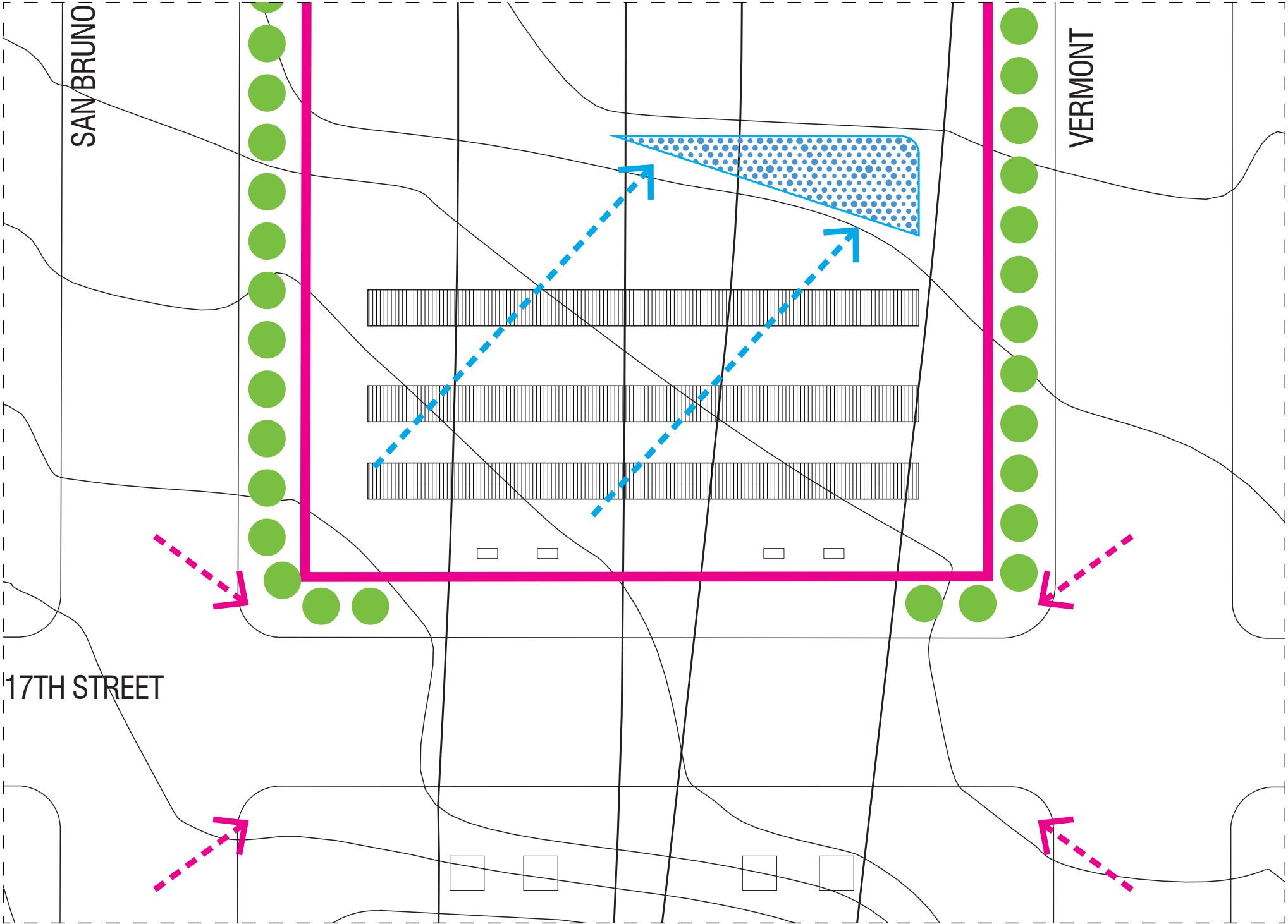
- Dark
- Loud
- Smelly
- Chain link fence
- Bad paint job
- Narrow sidewalk
- Litter
- No street trees
- Sloping
- Parking lot

Combined Program:

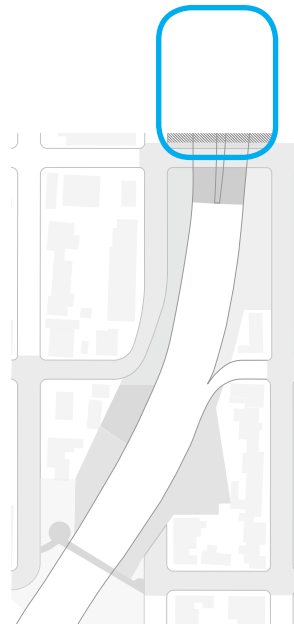
- wider sidewalk
- street trees
- iconic fencing
- porous paving
- stormwater wetland



17th Street North - STREETSCAPE & STORMWATER



- ← gateway
- ← - - stormwater / wetland
- porous paving
- ● ● ● street trees



San Bruno Divider Focus Group Session

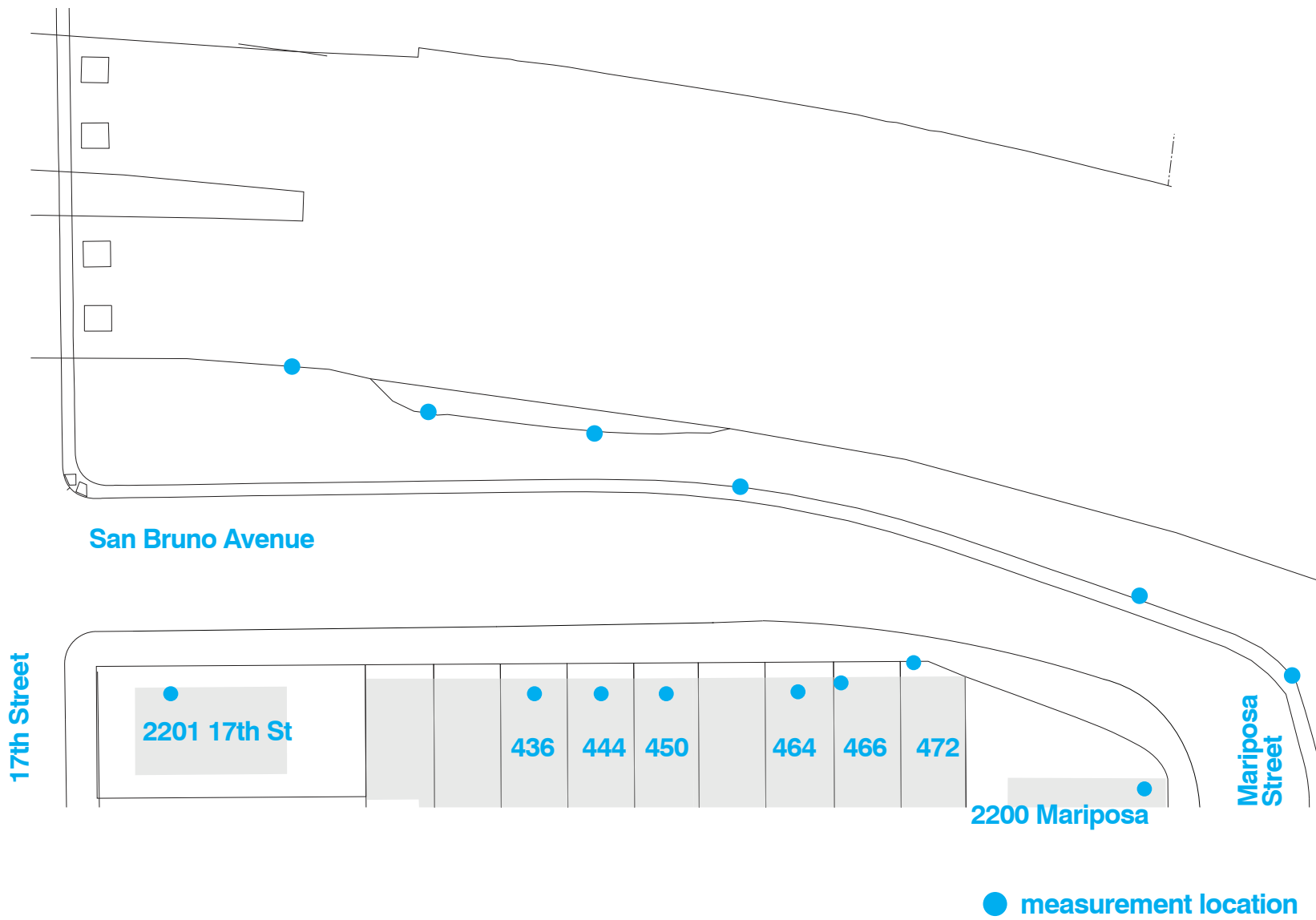
We conducted a focus group session with the client and residents of San Bruno Avenue between 17th and Mariposa Streets to identify the desired divider height.



San Bruno Divider Survey Locations & Comments

We surveyed 8 residents and took measurements in 6 locations adjacent to the freeway. Listed below are the primary comments we heard from residents.

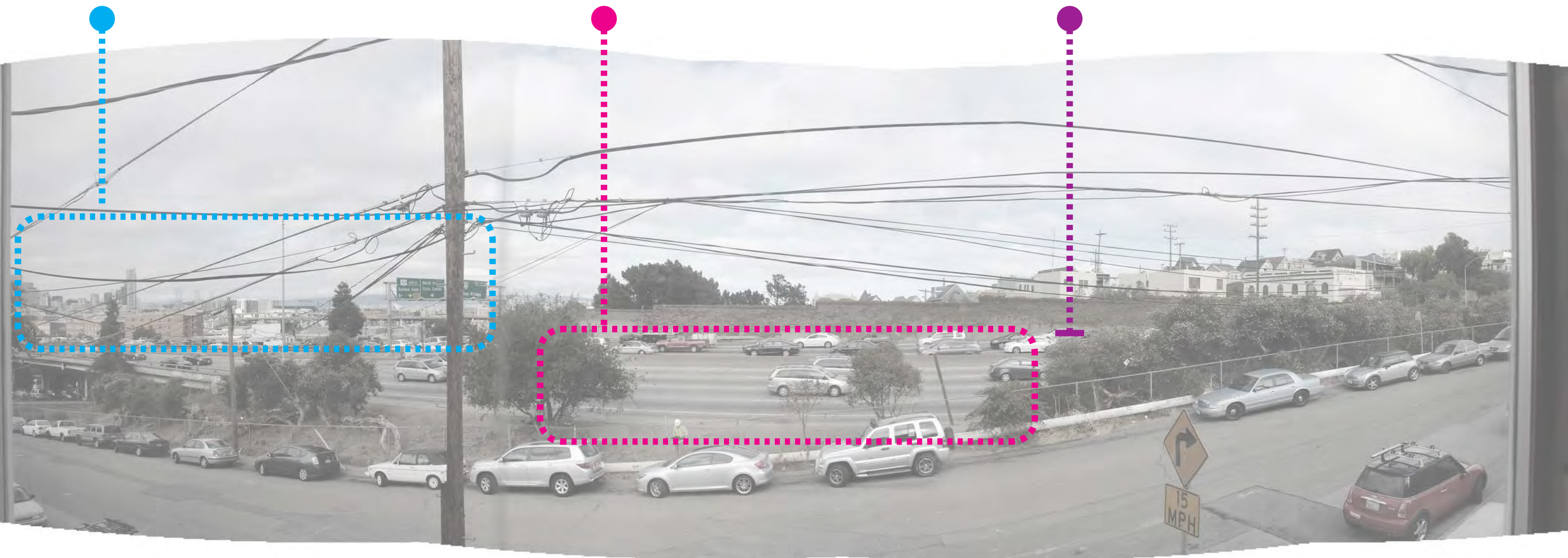
- “Block as much of the traffic as possible, retain the downtown / Bay views!”
- “If I ever sell, the view is crucial to the property value.”
- “I don’t want to watch people get pulled over.”
- “Whatever height the neighbors agree on sounds good.”
- “The south view isn’t as important, but it’s nice to see the houses stack up the hillside.”
- “Can we have something that absorbs the sound more?”
- “The height of the existing foliage works well to block out the traffic.”



**Preserve
Downtown View**

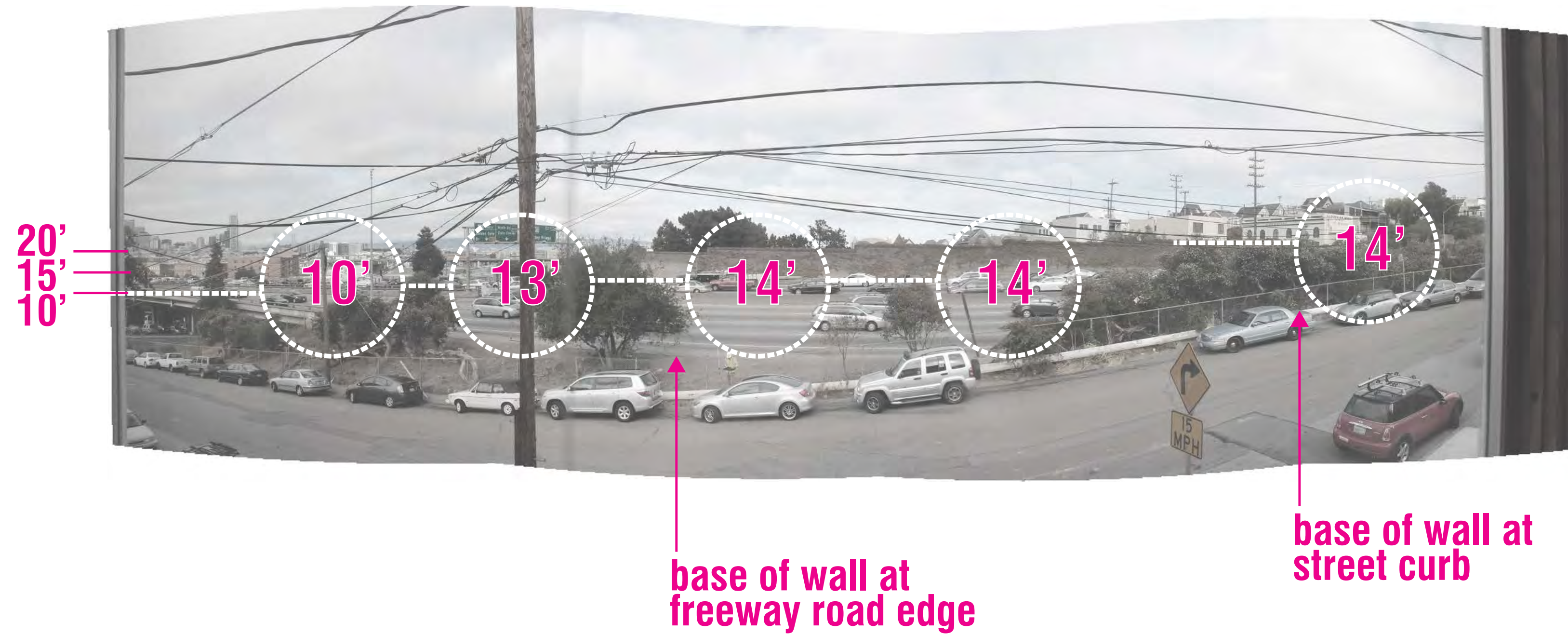
**Block
Freeway Traffic**

**Existing Low Foliage
Height = Good**

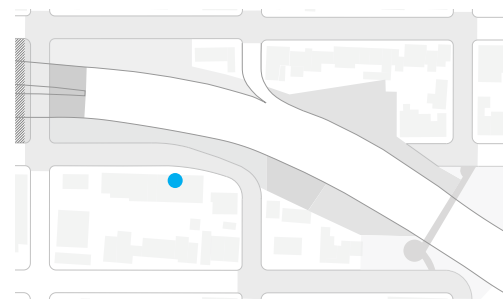


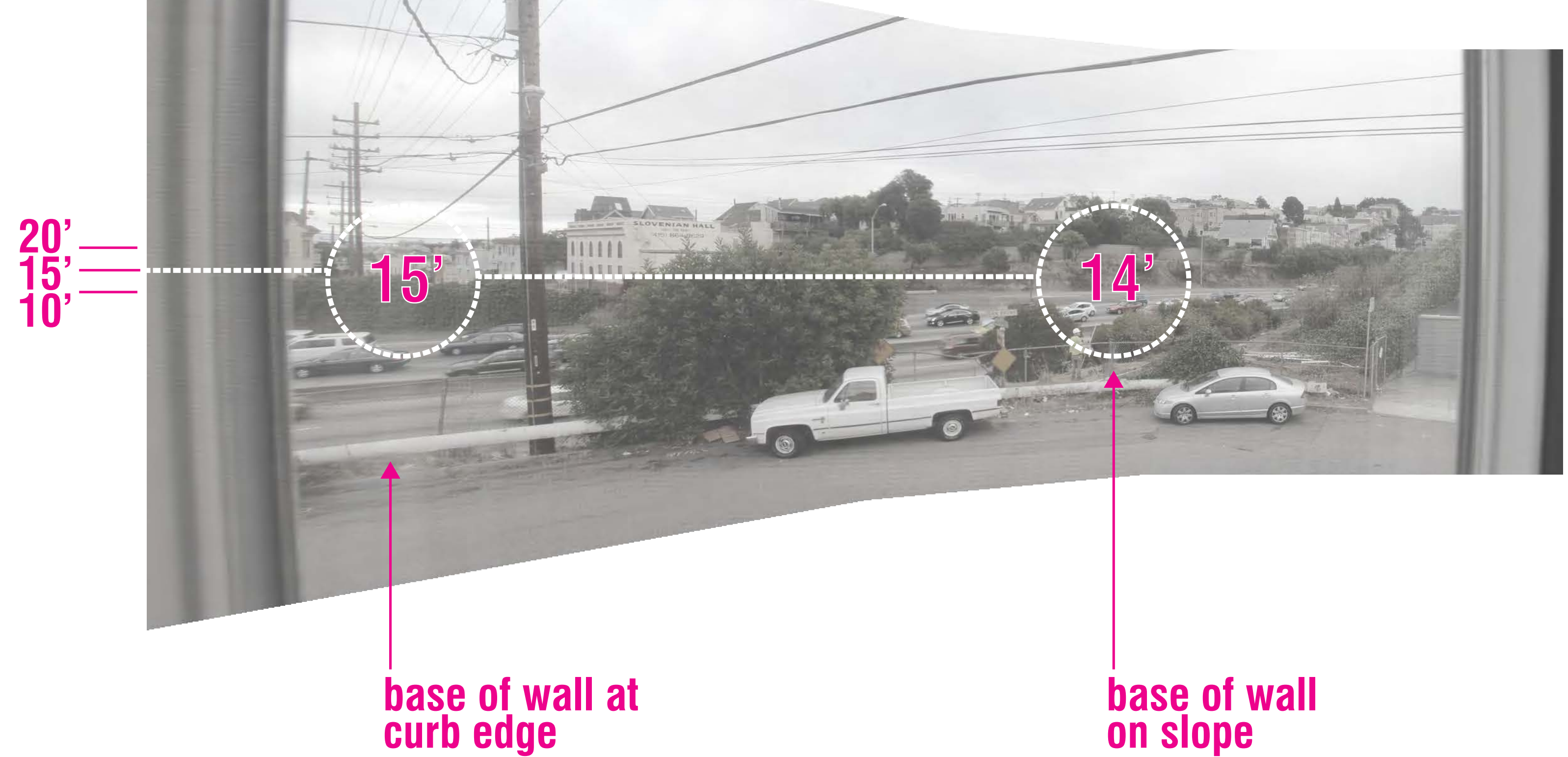
Divider Primary Goals

There was consensus regarding the height of the wall. 3 primary goals for the project were identified.

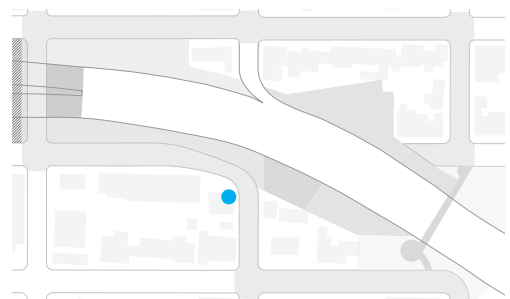


**Divider Measurements:
east view**





**Divider Measurements:
south view**



Divider Massing Studies

Identified heights suggest a divider with illustrated massings.

