ACKNOWLEDGMENTS

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Jerad Weiner, DPW Community Liaison
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Sarah Moos, Project Manager

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Jessie Stewart, Development Associate

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Bruce Hule
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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.

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Vermont Street
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Mariposa Street
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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

THE LOOP CONNECTS THE CITY!

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

Clockwise from top left:
Buffalo Bayou - Houston,
Underpass Park - Toronto,
Bike Chandelier Art - San Antonio.
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/Handout 1
Workshop 1: Results

Please indicate on map:

- 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

- trees along street edge
- stop signs
- bench
- parking
- wall
- paths
- densely planted along freeway
- no parking
- view
- dog run
- trees screening the freeway
- art

- improved lighting
- bike lane along 17th st
- wider path
- new retaining wall
- open space to play with children
- gym area or playground
- speed bumps or stop signs
- plant to block houses
- have intersection bulb out to slow traffic
- elevated path
- paths
- better planting
- sound wall
## Workshop 1 Results: Streets, Safety & Traffic Priorities

### WIDER PARK

<table>
<thead>
<tr>
<th>Street</th>
<th>YES (%)</th>
<th>NO (%)</th>
<th>N/A (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>San Bruno</td>
<td>55%</td>
<td>24%</td>
<td>21%</td>
</tr>
<tr>
<td>17th Street</td>
<td>62%</td>
<td>21%</td>
<td>17%</td>
</tr>
<tr>
<td>Vermont</td>
<td>59%</td>
<td>14%</td>
<td>27%</td>
</tr>
</tbody>
</table>

### SLOW TRAFFIC

<table>
<thead>
<tr>
<th>Street</th>
<th>YES (%)</th>
<th>NO (%)</th>
<th>N/A (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>San Bruno</td>
<td>79%</td>
<td>4%</td>
<td>14%</td>
</tr>
<tr>
<td>17th Street</td>
<td>62%</td>
<td>14%</td>
<td>24%</td>
</tr>
<tr>
<td>Vermont</td>
<td>76%</td>
<td>7%</td>
<td>17%</td>
</tr>
</tbody>
</table>

### GREEN STREET IMPROVEMENTS

<table>
<thead>
<tr>
<th>Feature</th>
<th>YES (%)</th>
<th>NO (%)</th>
<th>N/A (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Street Tree</td>
<td>65%</td>
<td>17%</td>
<td>17%</td>
</tr>
<tr>
<td>Vegetation</td>
<td>69%</td>
<td>10%</td>
<td>21%</td>
</tr>
<tr>
<td>Planted Swale</td>
<td>48%</td>
<td>14%</td>
<td>38%</td>
</tr>
</tbody>
</table>

*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
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

- stadium stair to through passage
- box out / fence columns & light
- box out / fence beneath freeway
- locked storage for park maintenance
- through access
- stair
Program Approach

- new fence behind program
- pave entire sidewalk
- retail / cafe / craft / food truck landing
- plaza area:
  - seating
  - eating
  - bike racks
  - trash cans
  - planting
- optional combination:
  - south side retail / cafe / craft
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.”
There was consensus regarding the height of the wall. 3 primary goals for the project were identified.
Divider Measurements: east view

- Base of wall at freeway road edge: 13'
- Base of wall at street curb: 14'

Divider Measurements:
- East View

- 20'
- 15'
- 10'
- 10'
- 13'
- 14'
- 14'
- 14'
Divider Measurements:
south view

base of wall at curb edge

base of wall on slope
Divider Massing Studies

Identified heights suggest a divider with illustrated massings.