

1. OPEN SPACE

A. Esprit Park

Why: Esprit Park, Dogpatch's only City Park, is already struggling under current use. It was not designed for intensive use and is not sustainable in its current state.

What: Restore Esprit Park by addressing issues of drainage and drought, lighting and safety, long-term forest health and programming while retaining Esprit's vernal character; anticipating increased use, endow the park's future maintenance requirements.

B. Woods Yard @ 22nd Street

Why: Woods Yard Park is an important bit of green and play space in a neighborhood that lacks public open space. The redesign of Woods Yard Park was originally proposed and included in the community-driven 2010 22nd Street Greening Plan. Its redesign will complete the original community vision for the park.

What: Reimagination of layout and programing; upgrades in lighting, seating, greening will further its role as a useful open space and a key marker of neighborhood character.

C. Caltrain Gateway along 22nd Street

Why: The 22nd Street Caltrain stop is increasing ridership faster than any other station in the Caltrain system. The station is in a trench, below a freeway. The surrounding area is dark and not well marked.

What: Improvements to the station portal at 22nd to integrate with the 22nd Street Greening Plan, including lighting and better demarcation, seating and landscaping, a more attractive and safe station entrance and secure bike and scooter parking.

D. Open Space Acquisition Fund

Why: Dogpatch does not have sufficient park space to meet the needs of the anticipated number of residents. There is no active recreation, which is also prohibited on port lands by State rule. Ironically, as need increases, the value of land also increases, making it difficult to acquire new open space.

What: Start an open space acquisition fund for Dogpatch, to buy and convert appropriate sites.

E. Potrero Recreation Connector

Why: The ad hoc footpath on 22nd Street between Connecticut and Missouri streets - though steep, rocky, unsafe and dimly lit at night - is a critical connection for many people. A safer and more formal route will complete the connection all the way from

Pier 70 to the Mission; from Potrero Hill to the eastern section of 22nd Street, providing access from Potrero to Caltrain and the T Line; and access from Dogpatch to the Potrero Rec Center. The path can also provide access to public amenities on the hillside and become an exercise feature in and of itself.

What: The project includes gardening and gardening education space for community members under the stewardship of the Connecticut Friendship Garden, the addition of lighting to improve safety in the area and public benches to promote the enjoyment and usage of a public space.

F. Jackson Park

Why: Given the proposed increase in developments and subsequent population in the Dogpatch Potrero Hill neighborhoods, it is time to renovate and expand Jackson Park to accommodate this growth. In a typical week, over 1,000 SF residents utilize the ball fields alone. With the influx of new neighbors, this recreation space, which hasn't been renovated in decades, needs serious attention. It makes financial sense to join the collaborative effort to improve an existing, overused park, with programming already in place (ie: tennis, basketball, softball, baseball, community garden, playground, after school program).

What: Friends of Jackson Park have the support of Supervisor Cohen's office, SFRPD, and the neighborhood, as demonstrated by the inclusive community design process. They hired Fletcher Studio to provide landscaping architect services, raised over \$4MM from the developer community, and are well on the way towards making this new, expanded park a reality. Anticipated groundbreaking will be in 2019.

2. COMPLETE NEIGHBORHOOD SERVICES

A. Community Center – The Hub

Why: Historic Dogpatch lacks a community center and related community programming. Despite projected growth, a community center is not planned for the area.

What: Transform the 1912 police station and adjoining 1915 hospital at 3rd and 20th Street into a historic resource as a community gathering "hub." An opportunity to offset demolition of the historic resources located at 600 and 590 Minnesota, the project will preserve a piece of Dogpatch's architectural history and to create a nexus for public interaction and integration.

The historic buildings are unoccupied and owned by the City, which has expressed a willingness to turn over the properties to community use. Orton, the local historic adaptive-reuse developer working on the nearby Pier 70 historic buildings, has offered pro bono reuse and construction planning services. A 501c3 foundation has been established to steward the project; non-profit management and programming of the facility is currently under discussion.

3. STREETSCAPES

Why: The City has green-lighted development in Dogpatch without providing the infrastructure needed to support it. Changes are currently occurring in an ad hoc fashion, often development-by-development, with numerous City agencies managing separate initiatives.

What: Sidewalk improvements, pedestrian lighting, drainage, crosswalks, street trees and sidewalk gardens should be planned holistically. Project implementation should keep pace with development.

A. North-South: Indiana, Minnesota and Tennessee between Mariposa & 19th

Why: UCSF Student Housing and Psych Center and new apartment buildings mean big changes, bigger buildings, increased density and more pedestrian and bicycle travel.

What: Extend the streetscape upgrades— sidewalks, streetlights, crosswalks, trees and sidewalk gardens – that will occur adjacent to specific new construction projects to include all north-south blocks between Mariposa and 19th.

East-West: Mariposa, 18th, 19th from Indiana to the Bay (Crane Cove)

B. 18th Street

Why: 18th is major vehicular connector over 280 between Potrero Hill and Dogpatch and the eastern waterfront, 3rd Street and points north and south. That elevated roadway will bisect the new UCSF student housing complex, an interface creating both challenges and opportunities.

The Intersection of 18th and Minnesota, where the 280 flyover meets grade, is a dangerous intersection under current traffic volumes.

What: Make 18th more usable and welcoming to pedestrians. Slow traffic via a road diet of chicanes or bulbouts; increase sidewalk width and expanding planting space from the edge of Potrero Hill to 3rd Street and the eastern waterfront.

C. 19th Street

Why: 19th Street will connect the Dogpatch Arts Plaza, at the west end at Indiana, with Crane Cove Park at the waterfront. It passes alongside Esprit Park, through an area of major development at Tennessee and 3rd and near the northern edge of the historic structures at Pier 70.

What:

Identify 19th as a Green Connection Street and accelerate its design and execution. Create better east-west connectors to accommodate greater density and pedestrian and bike travel. Better connect Dogpatch to waterfront amenities.

D. Mariposa Crossings

Why: The expansion of the UCSF campus into Dogpatch and increased residential development has greatly increased north-south pedestrian and bike travel. But Mariposa is a “car river” that divides the areas north and south of it. Because of the nearby 280 off ramp, crossing is prohibited at Indiana.

What: Improve perceived and actual safety at the Minnesota and Tennessee crossings.

4. TRANSPORTATION

A. Improve bike route connectivity between the neighborhoods and Mission Bay Campus

Why: The establishment of Mission Bay brought bike improvements North of Mariposa while ignoring connectivity across points to the South. The recent Owens-280-Mariposa exchange overlooked safe east-west connectivity between the Illinois bike route and lower Potrero Hill (Mariposa is limited to Sharrows).

What: Expand, improve, and connect routes. Establish a north-south dedicated lane through Dogpatch from Cesar Chavez to UCSF Mission Bay campus; a CalTrain commuter leg from the 22nd Street Station, Indiana to 19th to Minnesota; and, utilizing the 20-foot setback along the North side of Mariposa (between 3rd Street and 280), create an east-west separated lane connecting the Illinois route to lower Potrero Hill. Improvement assumes the addition of a dedicated bike lane to the Mariposa Street CalTrans bridge beneath 280.

B. One Seat Bus Service to/from Dogpatch to other neighborhoods – 10, 11 and XX bus lines

Why: UCSF is expanding into, and adding to, an area of intense growth. Between population growth in Dogpatch, Potrero Hill and Mission Bay and large waterfront projects at Mission Rock, the Warriors Arena and Pier 70, enhanced transit is necessary to move people among adjacent neighborhoods and connect them to the broader transit network.

What: The community has developed conceptual maps for the 10, 11 and XX Muni bus routes that provide better neighborhood connectivity and connections to key transit hubs. Muni has been reticent to extend these lines the last few blocks necessary to provide real transit options to the neighborhoods. We ask for UCSF’s advocacy to achieve completion of these routes, and, as necessary, funding to make these routes a reality.

C. Water Ferry Services

Why: Without a second transbay tube all East Bay connections are routed via the Financial District and points East (BART, Bay bridge, existing ferry service). Establishing a direct East Bay to Southern Bayfront route will ease stress on the existing system and reduce transit time.

What: Advance existing plans to keep pace of development. Work with WETA to expand plans South of the Chase Arena to Dogpatch and eastern Potrero Hill, and help with funding a network of water taxis along the waterfront.

D. Offset Negative Parking Impacts

Why: Since the opening of UCSF Benioff Children's Hospital, new restaurants, and high density residential development, the Dogpatch parking shed (~2300 spaces) has become pressured. New development also reduced spaces through addition of colored curb, garage curb-cuts, and in commercial cases, plans for expansion of uniform sized spaces for parking meters. Bulbouts for traffic calming, and white curb for expanding schools have further reduced the shed.

What: As UCSF development displaces parking southward, ease pressure using available CalTrans land beneath 280 (currently leased to a private taxi company and others). Fund the creation of a community surface parking lot intended to support visitor use (retail and restaurants, etc.) and residential parking overflow. Alternatively, fund the expansion of the underground garage facilities at the Psych Center to accommodate the full vehicular daily occupancy.