

1. AMENITIES

A. Minnesota Grove Expansion

Complete Minnesota Grove all the way south to 25th Street.

- Clarify right-of-way issues
- Define parking plans
- Plan corner conditions
- Complete pedestrian path of travel on the east side of Minnesota

Status: GBD Working with Public Works to fund planning phase. No funding identified for construction.

B. Gears Expansion

An open, sunny lot belonging to Caltrans, bounded by under-freeway parking lots, the MUNI bus storage yard and private buildings. The neighborhood would like to see the lot converted to public use, extending nearby Progress Park and mitigating the otherwise harsh conditions in the area.

- Designate the lot for public use

Status: Discussions only - with Caltrans, Planning, OEWD, etc.

C. Woods Yard Park Upgrades

The Woods Yard public space on 22nd Street, the heart of Dogpatch's commercial center and the perceived "town square" of the neighborhood, was created as mitigation when the MUNI storage facility was built. The park was eventually allowed to fall into disrepair. Neighbors constructed the heavily used children's play area at the center of the park (the only children's play facility in Dogpatch). With the numbers of residents, workers and visitors all increasing, there is new emphasis on Woods Yard Park and its unrealized potential.

- Upgrade Woods Yard Park

Status: The GBD is developing plans for potential upgrades. Funding for construction has not been identified.

D. Caltrans Freeway Parcel Repurposing

280 Severed Dogpatch and Potrero Hill twice – once with the roadway and a second time with the suboptimal uses allowed below and around the freeway and the increasingly poor conditions of almost all those parcels. Dogpatch desperately needs space for parks, recreation and other public uses. More effective management of the freeway parcels can address both the negatives and the opportunities.

- Assessment, planning and, in some cases, reappropriation of the vast freeway parcels in Dogpatch

Status: Some discussion related to AB857.

2. STREETSCAPES

A. DOGPATCH SOUTH

Minnesota Street South (23rd to 25th)

Main pedestrian route. With Minnesota Grove, the Minnesota Street Project's galleries and studios, cafes and restaurant and some residential development, Minnesota is becoming a core commercial area in south Dogpatch. Yet it lacks even the most basic infrastructure – sidewalks, drainage, lighting.

- Create missing path of travel 23rd to 24th
 - Manage grade changes, drainage, add sidewalk east side 23rd to midblock
- Create missing pedestrian path of travel 24th to 25th
 - Work with Minnesota Street Project to add sidewalk, west side between 24th and 25th
- Reconfigure parking
 - Mitigate loss of parking due to sidewalk additions, including adding 90° parking on Minnesota (west side 23rd to 24th) and 23rd (south side Minnesota to Tennessee)
 - Accommodate commercial loading
 - Reduce/eliminate double parking between 23rd and 24th (PDR, Philz, MSP)
- Improve intersection safety at Minnesota at
 - 25th: Configure corners for safer crossing; mitigate west encroachment south of 25th and east Grove encroachment north of 25th; add crosswalks, lighting
 - 24th: Manage site line issues, abrupt grade change, ADA (Create intersection “table”?)
 - 23rd: Minnesota crossing E/W

Status: Public Works is seeking funding for planning. No funds identified yet for construction.

25th Street (Pennsylvania to 3rd)

Main vehicular route. 25th has 280 access and is a rare through-street to Potrero Hill with increasing pedestrian crossings due to MSP, residential, PDR and other changes.

- Define pedestrian path of travel: sidewalks, crosswalks
- Pedestrian lighting, especially at crossings
- Traffic control (currently only at Indiana, which is also a bikeway)

Status: Will be paved in 2018 but no sidewalk, corner or crossing improvements.

23rd Street (Pennsylvania to waterfront)

Will be the main street of the Potrero Power Plant. Access to from the waterfront, Warm Water Cove, T Line, Abaca development, Caltrain, Pennsylvania (with Potrero access). Tennessee/Angel Alley has become a major N/S pedestrian route between north and south Dogpatch. No pedestrian path of travel, open drainage, inadequate lighting.

- Define pedestrian path of travel: sidewalks, crosswalks
- Pedestrian lighting, especially at crossings

Status: None

B. DOGPATCH CENTRAL

22nd Street stairs

A concentrated number of key transit, commercial and residential locations are strung out along the 22nd Street corridor, a central point in Dogpatch and the future main street of Pier 70. The proposal for a continuous stair linking Dogpatch and Potrero could better connect the neighborhoods.

- Insure robust design and adequate funding for Missouri to Connecticut link and accommodations for/with the adjacent housing development.
- Manage comprehensive safety, lighting and other issues for the full Arkansas to Texas route

Status: Arkansas to Connecticut link adjacent to the Potrero Rec Center to be provided by RecPark. Missouri to Texas link to be provided by the developer of the adjacent property. Missouri to Connecticut link currently being studied by the Parks Alliance, fiscal sponsor for a \$500,000 contribution to the project from UCSF. Configuration and budget TBD.

Multimodal Transit Hub (Iowa @ 22nd)

Augment access to Caltrain and to the Dogpatch commercial corridor by accommodating non-vehicular transit modes. Provide inviting and safer access to/from Caltrain's northbound platform entrance (complimenting the GBD's work on the southbound station entrance).

- Provide improved pedestrian access to/from Caltrain platform including clearer demarcation, more area for disembarking passengers, improved sight lines, better lighting, clearer pedestrian paths of travel
- Aggregate the high numbers of scooters and motorcycles currently parked near the train station. Provide secure bike storage. Locate bikeshare facilities.
- Accommodate bus, taxi/rideshare and personal pick-up/drop-off locations.

Status: GBD Working with MTA on planning. Funding for implementation TBD.

MUNI Integration/Mitigation

There are 12 acres of MUNI facilities in the area, which has changed substantially in the 40 years since Woods Yard was created (both Dogpatch and adjacent neighborhoods including Mission Bay and Pier 70). Expanding residential and business populations have increased tensions caused by dead-heading buses and MUNI employee parking.

- Study routes, parking loads, etc. and reduce conflicts and negative impacts to both the neighborhood and MUNI operations.

Status: No action planned.

C. DOGPATCH NORTH

19th Street (Indiana to Waterfront)

Main pedestrian route. The street runs from the Dogpatch Arts Plaza and Esprit Park at the west end to Crane Cove, the Warriors and ATT Park facilities, waterfront restaurants, etc. on the east. The waterfront is closest to Dogpatch at Mariposa, 18th and 19 streets. 19th is located Dogpatch's most densely-populated area (O&M and Avalon on Indiana, Esprit Homes, 601 and 701 Minnesota, USCF's student housing and its Psych Center, planned developments on Tennessee and Minnesota).

- Develop 19th as a Green Connection Street, emphasizing its amenities and prioritizing pedestrian travel.

Status: None

18th Street (Pennsylvania to Waterfront)

Main vehicular route with pedestrian link opportunities. The 18th Street overpass is a key vehicular link between Potrero Hill, Potrero Hill's main commercial corridor, Dogpatch, UCSF facilities, the T Line and the waterfront. Proposed MTA changes to 16th and 17th are highly likely to result in increased traffic flow on 18th. The construction of the UCSF student housing complexes on both sides of the overpass and increased overall pedestrian traffic in the neighborhood have emphasized issues related to 18th Street intersections, especially its juncture with Minnesota.

- Manage 18th Street intersections
- Improve the pedestrian experience on the 18th Street overpass to encourage pedestrian links between Potrero Hill's commercial corridor, Dogpatch and the waterfront.

Status: None

Mariposa Crossings

There is increased pedestrian and bike activity across the "car river" that is Mariposa. This will increase with UCSF's development of 2.5 blocks in north Dogpatch, including student housing and the Psych Center. Indiana is the designated bike route through Dogpatch but crossing at Mariposa is prohibited due to the 280 onramp.

- Improve pedestrian and bike crossings

Status: Ongoing planning of bike paths. No planned improvements at Minnesota or Tennessee.