

Community Advisory Committee of
Market and Octavia Area Plan
City and County of San Francisco
Meeting Minutes

Planning Department, 1650 Mission Street, 5TH Floor
Monday, May 15, 2017
7:00 PM
Regular Meeting

Committee Members Present: Robin Levitt, Krute Singa, Lou Vasquez, Ted Olsson, Jason Henderson, and Joshua Marker

Committee Members Absent: Mohammed Soriano Bilal, Paul Olsen

City Staff in Attendance: Jacob Bintliff (SF Planning), Andrea Nelson (SF Planning), Stacy Bradley (Recreation and Parks), Jake Gilchrist (Recreation and Parks)

The Agenda is available at the Planning Department (1650 Mission Street, 4th floor) and at the meeting. *Please note that timing of agenda items is subject to change.*

1. Call to order and roll call

- Krute called the meeting to order.

2. Announcements, upcoming meetings, project updates, and general housekeeping

- Jason - while we disagree with the Planning staff's inclusionary housing recommendation, I am thankful for all of Jacob's work and I think he did a great job. I do think inclusionary housing requirement is important to the Hub. The rumor is that it will be a neighborhood-based number. Other announcements: Plumber's Union site: the Draft EIR is out. The public hearing is Thursday, June 15th, the final day for public comment is June 25th. It is big project and has a lot of transportation impacts on 12th Street and Market. One Oak is on the calendar for June 15th for certification for the Final EIR, entitlements, and in-kind agreement at the Planning Commission.

- Andrea – initially June 19 or July 17, 2017 for our next meeting.
 - Krute – either work for me
 - Joshua – same for me
 - Ted – same for me
 - Lou – same for me
- Ted – would like to be more involved.

3. Approval of minutes for April 2017 regular meeting

- Lou – name is misspelled.
- Ted – proposed to lower the Market Street-end of the median.
- Ted – moved to approve, Krute seconds (5 ayes, 4 absent).

4. Recreation and Parks Project Updates

- Stacy Bradley – introduces herself to the group and Jake Gilchrist, Project Manager. She presents her presentation to the CAC. I'd like hear your suggestions about what needs to be improved in Market and Octavia (Page Street Community Garden and Koshland Park haven't been renovated recently): quick update on Buchanan Street Mall, Civic Center playgrounds and Public Realm Plan, and Margaret Hayward Park (see presentation).
- Ted – are the intersections safe?
 - Stacy – that is part of our plan to create a more unified mall, but we are applying for funding for improved pedestrian crosswalks.
 - Ted – I suggest the flashing pedestrian crosswalk and bollards.
- Lou – connection to the African American Art and Culture Complex
 - Stacy – we want to start with a facilitated dialogue. Having the dog and garden activity will, hopefully, bring people together.
 - Lou – the blank area next to the dog and garden area is the spot owned by Ammel Park Co-op.
 - Stacy – it is now a parking lot and a fence was put on by the city in response to community concerns. On the other side of the Mall, there is also a break in the connection between the Mall and the neighborhood. We have funding to study how to link the Mall through these right-of-ways.
- Robin – part of the inherent problem with the space, is that there are few buildings facing the open space. There are a lot of gaps. For example, on the west side, where it says “Page 23 and Page 24” on the diagram.
 - Stacy – this diagram doesn't show that there are buildings and there are several entrances onto the park from these buildings. We are in conversations with Ella Hutch. It is a legacy of these RDA projects that had some benefits, but also has opportunities for improvement and connection.
- Ted – regarding Civic Center, can we expand the space for pedestrians?
 - Stacy – part of the plan is to figure out how the streets can work better for people, not just vehicles.

- Robin – I think it is a great first step. I manage a building next to the Orpheum Theater. The one thing that would make this work is to shrink the width of a lot of these streets. They don't need to be so wide.
 - Ted – doesn't McAllister take traffic across Market?
 - Robin – buses use it, but car drivers can't.
 - Jason – I encourage you to create a world-class cycle track on Grove. It would be a much higher volume bicycle route if it was a better street. Access at Grove Street and Market is limited. Maybe a bicycle share station at that intersection. Wayfinding at bicycle eye level to show people the way to BART. We have been talking about it in the conversations to get Hayes Street back to being a two-way street. We are supposed to wait on it and come back to it after the Van Ness BRT is constructed. West of Civic Center, Grove is poorly paved.
- Robin – Grove could be a great connection from BART to the Opera. It is foreboding.
- Krute – Maybe close Grove down to traffic and have it be pedestrian only or just for BART drop offs.
 - Jake – the three blocks of Grove between Market and Polk are mostly dead.
- Robin – who is Margaret Hayward?
 - Jake – she was the first female Recreation and Park Commissioner.
- Ted – when you talk about the operations building below grade, is it working in Dolores Park?
 - Jake – our operations staff all want them now. The building at Dolores Park is quite large. This will be smaller.
- Jason – what will the fence be made of?
 - Stacy – it will be as transparent as possible. It will be similar to the Hayes Valley Playground fence.
- Robin – the design is so much better than what you had before at Margaret Hayward. I would add a swimming pool on Fulton between Larkin and Hyde where the statue is.
- Jason – I agree with Robin. I am intrigued by the architecture. You mentioned that we are not going to talk about Koshland Park?
 - Stacy – I wanted to focus on what we are doing now.
 - Jason – it would be good to dovetail it will SFMTA's efforts. We have talked about daylighting the drainage pattern – all of Koshland flows like a stream northwestward to the street. It is like a spring days after it stops raining.
 - Robin – it gets swampy.
- Ted – I am curious does your Department have expertise in historical signage.
 - Stacy – yes, we have a new staff member on our staff who has expertise.
 - Ted – we are looking for expertise. If you could provide us with examples, that would be helpful.
- Jake – the park will be open late fall/early winter in 2019.
 - Ted – you want to cite the tremendous job you did at Dolores.

5. One Oak Plaza In-Kind Ask

- Jacob Bintliff, Planning Department – I am here to relay the conversation to you that we had at IPIC last week. (see presentation). Considerations of IPIC – overall City support to have a public plaza at this location. 8,800 people entering and exiting the MUNI station every day. Consensus around design. Consensus around cost. There was not consensus around approximately \$85,000 for electrical hook-up costs. DPW did not support this but the Planning Department does.
- Michael Yarne and Jared Press, with Build Inc and Build Public respectively, introduced themselves. The group presented to the CAC about One Oak Plaza (see presentation). Asking MO CAC to consider Planning Department to work with Build Inc to come to conclusion about project management costs (approximately \$300,000 or approximately 10% of the total project cost).
 - Jacob – Yes, Michael is absolutely right. There is a little bit of uncertainty here regarding the cost of project management, but we didn't want to hold up the process and delay a meeting to MO CAC. We will get it right before the final recommendation to the Planning Commission.
- Ted – are you going to put the MUNI logo on both sides of the elevator?
 - Michael – yes.
- Jason – question for Jacob: did IPIC talk about doubling of bi-right parking affects plaza and did they discuss how to work with Ubers and Lyfts?
 - Jacob – no, IPIC did not discuss the design.
 - Michael – has full buy-in from Planning, DPW, and Fire, among other IPIC members. We wanted a narrower street but the Fire Department wouldn't let us do it. But the upside is that now we have space for cars to pick up and drop off.
 - Jason – so you are going to use part of the right-of-way for parking?
 - Michael – there was concern about overflow. All of the valet parking drop-off is handled at a specific area off of right-of-way.
 - Jason – how many cars does it store?
 - Michael –It holds 6-9 cars.
 - Jason – what happens when there are more cars lined up than can accommodate?
 - Michael – statistically that is not going to happen, but they could pull over near the entrance.
 - Jason – you never showed any of the images with cars in the middle. Valencia Street – you have delivery, Uber and Lyfts pulling over.
 - Michael – we have an on-site delivery space. Everything goes into the garage. This condition is far more like Patricia's Green than Valencia Street. It is a mixed condition, but it works well. We wanted to close the street, but then we created a cul-de-sac condition. When you don't have closure, you do the next best thing.
 - Ted – I bet you could have temporary closure.

- Jason – if you do sell your entitlements to this building, what happens to the maintenance?
 - Jacob – the maintenance and operations plan runs with the entitlement. We have ways to attach it to the building and land.
- Robin – I want to put a plug in for shared spaces. I actually like the idea of sharing spaces between pedestrians and cars. If you show that it can be successful, then it opens up a lot of opportunities in the city. I don't like that it has to have a curb, but 4 inches is minimal. I hope it works. The wind canopies – these look more disciplined. I think it will give it more structure and is a little more controlled. The connection at the north side of Oak across Franklin – I hope you push for opening the pedestrian crossing.
 - Michael – the problem is that we have a vast traffic sewer and it is challenging to address. It is something that this committee and HVNA and MO CAC should take up with SFMTA.
 - Ted – can we make a note of talking about that at some point?
- Ted – we compliment the aesthetic. I like the kiosks. You have demonstrated your commitment to the community. I think there is so much to commend. I would like to see you continue your conversations with the developers at the other corners. I am thoroughly thankful for what you have accomplished.
- Joshua – I live essentially around the corner from here. I would like to see you push the other developers to do something similar at the other corners.
- Ted – if we approve, then we could hold the other project sponsors to it.
 - Michael – we are meeting with fellow project sponsors about doing something similar next week.
- Krute – what are the thoughts about the in-kind?
- Jason – I think we should be careful of fully endorsing this in-kind without asking the project sponsor to stay within the parking standards for the area. They are asking for double allowed by right. We need to be careful because it also sets a bad precedent. I would like to propose an endorsement of the in-kind with the statement: we will only support the in-kind agreement provided that the subject project conform to the 0.25 parking ratio.
 - Ted – I would propose to remove that requirement after that proposition. I don't feel the traffic is overwhelming and I don't think it is overwhelming bicycles. I think we agree with IPIC and that we accept the additional cost for the project management (once they determine what is equitable).
 - Robin – I second Jason's motion.
 - Michael – if I knew that the CAC is concerned about the parking, then I would have spoken to parking. The net change is .23 parking spaces. I urge you to stick to the in-kind agreement and not the policy issue.
 - Jason – there is a precedent here with the Whole Foods Plaza.
 - Michael – you don't have the correct data.
 - Jason – I think that is the problem – we are trying to decouple everything.
 - Robin – I am not concerned about the traffic in the plaza. I think what is concerning to me is that there is a precedent in this area.

- Jason – there is a precedent for this discussion. The EIR includes a traffic study and it says there will be more traffic. It is based on a methodology that is loaded. The parking ratio of .25-1 was agreed upon a decade ago.
- Ted – you always present a concern about CUs. But that is the way to handle it – the government already has a way to handle the parking. I do believe that it is important to go ahead with the in-kind agreement.
- Jason – I think it is perfectly fine for the CAC to write something within the parameters.
- Ted – you are blocking the process.
- Jason – I am not.
- Jason – I move that the in-kind \$ plus the administration costs per determined is supported by the CAC as long as parking is 0.25-1.
 - Robin – second.
 - Joshua – I generally support your concern, but I don't think we should hold a project hostage. I am in support of a resolution that is separate from the in-kind agreement.
 - Jason – I think this is interconnected because it is the access to the parking area. We need to minimize the amount of cars accessing the space. We also need to keep in mind that there is a development coming in next door.
 - Robin – we could send this resolution to the Planning Commission and they could disregard it. We have made the resolution to the Planning Commission before but this is making a strong point to the Planning Commission. I don't think this is going to hurt the project.
 - Krute – I don't think this should be contingent to the in-kind ask. There are very strong opinions on both sides that we didn't have all of the facts. I think we need more information about how much parking in The Huba is over the ask and is net. I would ask for another resolution to be made outside of this.
 - Motion doesn't pass. (2 – ayes; 3 – no).
- Ted – I make the motion to revise and remove the sentence regarding reducing the parking onsite.
 - Joshua seconds.
 - Motion passes (4 – ayes; 1 – no).
- Michael – thank you for your comments.

6. Public Comment

- Jim Haas – I am on the board of the Civic Center Community Benefit District. It is a tawdry space and we are at the cusp of changing that space. We are strongly in favor of the transformation of that corner.

7. Adjournment

9:00PM