

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, March 20, 2017
7:00 PM
Regular Meeting

Committee Members Present: Robin Levitt, Paul Olsen, Krute Singa, Joshua Marker, Ted Olsson, Jason Henderson, Mohammed Soriano Bilal

Committee Members Absent: Lou Vazquez

City Staff in Attendance: Andrea Nelson (SF Planning), Peter Albert (SF Planning), Lily Langlois (SF Planning)

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

- Jason calls the meeting to order.

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

- Andrea shared the upcoming SFMTA meeting dates.
- Paul – they did a great job on outreach.
- Jason – I attended The Hub Workshop. There was a great turnout and interesting discussion. The number of proposed housing units continues to grow.
 - Ted – what is expanding?
 - Jason – more bicycle space and room for pedestrians and share space.

3. Approval of minutes for February 2017 regular meeting

- Paul – moved to approve. Robin seconded. All approved
- 1 abstention.

4. Connect SF

- Peter Albert, Manager of Connect SF at the Planning Department, introduced himself to the group. I have been working in all of the agencies that are involved in Connect SF. Planning, Transportation Authority (TA), BART, SFMTA with OEWD. I was the Deputy Planning Director at SFMTA. SF Planning Department is the only agency with the authority to link transportation and land use. SFMTA – does all of the operation and mode management. TA – they are required to be our congestion management agency and do our modeling, and they manage the TA. OEWD – every time there is a big developer, they are in the lead with developers and negotiating priorities with developers. We are working closely with BART, Caltrain, MTC, Department of the Environment, and Department of Public Works. When you cast out 50 years, you can talk about taking freeways down, what land use will do in the next 50 years, etc. It is setting the stage for long range plans including: Multi-modal Study, Subway Vision, among other. Connect SF provides overarching vision for the plans. This summer is about the Task Force. I invite you all to join. This neighborhood is going through dramatic changes in the coming years. It is challenging to predict what is going to happen in the future (e.g. couldn't have predicted Lyft, Uber, how millennials move to the City). Scenario planning allows us to look at what we know is going to happen and put them at the center of the conversation. Task Force members get a briefing book with the best research regarding drivers of change. The first set of workshops is June 24-25th.
- Robin – is the Task Force an all-day affair?
 - Peter - ½ for the first day and all day on the second day. Nicole -Anne Boyer with Adaptive Edge is responsible for the scenario planning. She has experience in Vancouver doing a similar process.
- Peter - Scenario planning puts the drivers of change at the forefront of the conversation. At the end of the second day three potential scenarios will be proposed by the Task Force. Then we will put it into the public realm for feedback. Then the Task Force limits it to one preferred future in September.
- Ted – can you give us your cards so that we can reach out if we are interested?
 - Peter – I am interviewing my replacement tomorrow and the next day. I have been organizing the Task Force to ensure that it includes the right mix of people.
- Jason – I appreciate that you are bringing up how important this part of town is. We are close to meeting the Market & Octavia Area Plan housing unit goals (6,000).

- Peter – that is why you have to take a scenario planning model. Maybe we will be an office heavy City in the future, but we don't know.
 - Jason – I will not be here in June for the Task Force members. I would like for other folks like Paul and Mohammed to be involved.
- Mohammed – we did a lot of scenario planning when I did my MBA. Large corporations are using it to see where they fit into the future economic landscape. It is a smart way of planning.
- Paul – I like the idea. I like a broad cross-section of people coming together. All of those people know people and are bringing in their ideas.
 - Peter – it will be a two way conversation.
- Peter – I am actually working fewer days now so that I can help onboard the incoming project manager. I would love to come back and be a part of the conversation in the summer as a citizen because you don't get a chance to shape a sharp vision like this very often. I may be able to offer why this is important – reconciliation of values is the most important (e.g. social equity, climate protection).
- Jason – can you say more about the origins of this idea and where other agencies have done something similar?
 - Peter – the original architects of this idea are Gil Kelley and Marisa Espinosa. They recognized that we weren't meeting people's expectations and recognized that we were getting it wrong. I started working with Gil and we talked about it as a regional problem that San Francisco is trying to solve. SFMTA - Graham Satterwhite, Darton Ito, TA – Camille Guiriba, Planning – Audrey Harris and Amnon Ben-Pazi, OEWD – Adam Van de Water.
- Krute – this process is different than we anticipated. We were anticipating that we would write a resolution that Connect SF should study the removal of the Central Freeway.
 - Peter – the outcome of the first workshop may be that the city does not include any freeways. The strength is that it is an emergent process. One of the heartbreaking things I saw when working in the Tenderloin that people were scared about public investments because these then people could not afford to live in the neighborhood.
- Ted – for half of my career, I was at Apple Labs and innovation is key. I am an advocate for design thinking. I assume there is a place for both. Having grown up here, I think the problem is to make sure that we need to recognize that we are all San Franciscans.
 - Peter – I hope you join the Task Force.
- Peter – I would like to make sure I get the emails of all of the people who are interested from Andi. Then, we will contact you and share the next steps. We will start with field trips.

5. The Market Street Hub Update

- Jason – I was really enthusiastic with MTA being involved in this. MTA wasn't involved in the original area plan. I hope that MTA hears from communities.
 - Peter – Carli Payne and Erin Miller are also important parts of the team. Carli worked closely on TDM which has already changed a lot about how the transportation system works.
- Lily – Lily Langlois, The Market Street Hub Project Manager with the SF Planning Department, introduced herself. The last time I attended the MO CAC was about one year ago. We wanted to get a check to see if these are the right parameters for land use, heights, and street design to study under the EIR. We are hoping to implement the street design improvements sooner than the estimated completion date of the EIR. She presented the workshop presentation. (See presentation).
- Mohammed – it gets tricky to provide opportunities for arts organizations even with subsidized rent for arts organizations. I have some ideas to support the arts.
 - Lily – that would be great. We are interested in learning more about different tools.
- Ted – maintenance and programming of open spaces. Other than Brady Park, there are four others. It does seem to have few entertainment and recreation spaces.
 - Lily – we are asking the Brady Block to include a children's playground.
 - Ted – there are a bunch of new people here and you are going to have a lot of families.
- Jason – you are looking for our feedback on the EIR?
 - Lily – we want to get confirmation that we moving in the right direction on the public realm plan. We want to make sure we are studying the maximum envelope.
- Jason – my first concern is about wind. I am concerned that the way the City studies wind is focused on sidewalks and crosswalks. We want to have triple the number of people riding bicycles in the future. The wind is just going to go straight into the street and will impact bicyclists. I think the City should look at the impacts on bicyclists – we are less stable than pedestrians and need more room for error. It is about the mitigation and we are completing ignoring the impacts. I think the mitigation could lead to restricting private cars on Market. Why do we have to go to 0.25 parking with no CU until the EIR is complete? You could do that next month. We have been asking for that since the plan was adopted. Transit capacity – we have a transit capacity. I think we need to close more of Market Street and run more surface and bicycle as mitigation for transit capacity. The magical thing about making certain MUNI lines better is that more people then ride MUNI when it is improved. I suggest you expand the street design more boldly to provide more room. There is a lot of park
 - Peter – you can always designate a mitigation measure to outside of the boundaries if that is where the issue is occurring.

- Paul – to elaborate on transit, the success of people moving in has led to overcrowding of transit and we haven't caught up to it. It would be great to invest in transit now and get ahead of the new users. None of us can afford to live here anymore since we have done such a good job. The middle class impacts as we are relying on transit and building more One Oaks – what about people who are already here and make sure this is an area for people who are not upper class. We need to mitigate for people who are already here. They could pay for what is already broken.
 - Lily – the housing piece is tricky. Prop C passed and that changed the inclusionary housing requirements. We are waiting to see where the policy lands.
 - Paul – when we were doing Better Neighborhoods 2000 – a great number of the people who we worked with cannot afford to live in the area that we improved. We want to make sure people can live in the area. The money coming in could go to the community.
- Jason – a lot of merchants have been displaced due to the investments in the neighborhood.
- Joshua – there are a couple 1,000 residents and there are already traffic bottlenecks in the area. Look at where cars are being on boarded and onto what roads. When you look at the traffic patterns, look at where new cars are coming into the roads. Make sure we are not creating new bottlenecks for people who are there and make sure there are pathways for people who live in the neighborhood.
- Robin – I have a lot of comments. The key is getting rid of the Central Freeway and will solve a lot of the traffic problems we have for the Hub. It will also free up space for housing. 12th Street as a park – there is an opportunity for this to become an open space. Oak Street – all of Oak Street should be a park and a plaza. Oak Street has very little use between Octavia and Franklin – how do you envision that space. How do you make connections between bicycle routes? These are the worst streets in the City. How do you make them safe and make sure pedestrians feel a sense of dignity? It is ridiculous – Market/Van Ness intersection looks like something out of Phoenix Arizona. We have to rethink these streets more than just putting some paint down. I hope the plan does some of these things.
 - Jason – you can submit comments to the scoping meeting for the EIR. I think we are hearing to be bolder.
- Mohammed – I would build on Paul's comments. I think the affordable housing policies are mitigation for affluence. I think it is a reason to create more affordable housing. I think, even if you get into the lottery, with the HOA fees these units are still not affordable. What does affordable actually mean? How much less than market rate? Micro-rentals: I think it is important to have policies around who the vendors are (are you looking at markers, studios, combination of studio and retail? Important to think about mix of businesses – how many women, people of color, LGBTQ community members. Is there a way to think about height for transit mitigation? Is there

a way to bring all of these developments together to provide for new transit structure.

- Krute – when you are looking at affordable housing mixture of housing – think about more than 1 bedrooms and middle income. Perhaps we reduce parking in alleys and then use alleys as an opportunity for open space.
- Ted – back to the matter of parks – convert Living Alleys to parks while making sure that emergency vehicles can access. I was fascinated by Jason’s comments about wind impacts. What about setting up wind turbines and windmills? I’d like to suggest that we include electricity for charging electric bikes in developments, particularly for seniors, which can change their lifestyles and keep them fit. I’d also like to mention autonomous vehicles – the big force is coming out of auto which is building 18 wheeler autonomous vehicles and they will be for delivery. Concerned about the buildings creating their own compost and recycling facilities.
- Joshua – given this is such a windy neighborhood, why not take advantage of the wind like the PUC building?
- Robin – people are going to start walking in front of autonomous vehicles since they know the vehicles will stop for them. I counted 25% of vehicles are Lyft and Uber vehicles. A recent study from New York City shows that people are riding transit and bicycles and taking transit less. Lyft and Uber is adding to congestion here.
- Lily – I will send around link to the public realm plan for comments from the group.

6. CAC-Initiated IPIC Project Scoping and Next Steps

- Andrea – there are a couple of CAC-generated projects that are included on our IPIC project list: commemorative signage and art for the Patricia Walkup and the Freeway Revolt. We thought we could discuss how you would like to proceed on these projects. Would you like to scope them out together and then bring in City staff members for consultation?
- Ted – is there anything Rec and Parks could give us in terms of what is what is possible? What kinds of parks are available? How do we make new parks? What else have they done innovatively to create open space in the City? I’d like to hear about Parklets and POPOs.
- Krute – maybe we should see when they are available?
- Paul – do we set aside time to think about what we want to do before these agencies come in? I think we should discuss before they come in so that we can be proactive rather than reactive. For example, we want you to know what we really think. We want to know the problem we are hoping to solve. The Central Freeway Study continues to irritate me – it will be something that will be discussed to as part of Connect SF. I think we are being disrespected when someone is not able to do anything about to do it.

- Krute – why don't we start off each meeting with talking about our CAC-generated and other IPIC projects. Let's talk about all of the open space projects we would like to see and then have Rec and Parks come in May.
- Ted – could we ask Stacy to provide some information?
- Krute – Neighborhood Heritage Program and Market/Octavia Plazas Art Project – have Historic Preservation and Arts Commission staff here in May or June to scope it out.
- Robin – in terms of the commemorative piece – we have talked about what it could be, but we should start thinking about what is the vision for this piece. How are you going to do it and where is it going to be? There are examples in the city – pylons along Embarcadero, interactive activities.
- Mohammed – a virtual reality of what the freeway was like would be amazing.
- Ted – I think it would be useful to have the Arts Commission present us with some examples of how they have done commemorative signage in the past.
- Mohammed – we would spend some time talking about what we would do.
- Krute – I think we need to do something about the freeway revolt.
- Paul – Yes, about what the freeway revolt was.
- Robin – could the Arts Commission initiate a conversation to talk about the neighborhood heritage program with the neighborhood?
- Ted – I think if they don't put it on, then I think we should put it on.
- Krute – how does that happen? What is the process here?
- Paul – we need some consensus about what we want to achieve. Get us to have that conversation first and then have a staff member come in. I can think about other examples: Embarcadero, Castro, Barbary Coast (how were those funded?). What do we want to do? Is it about the freeway revolt, safety accomplishments, displacement of people, etc.?
- Mohammed – the Arts Commission could create a briefing, get art historians together, and then open up an RFP, then the artists create a proposal about what they would do to commemorate. We could give the Arts Commission a briefing. It is great because there are all of these talented artists.
- Krute – I suggest we start off in May with our own discussion and then have the Commission and Historic Preservation staff come in later that meeting.
- Ted – talk to Historic Preservation staff here and see if they can come in.
- Robin – Hayes Valley Neighborhood Association also has a pot of money that could be invested into a workshop.

7. Public Comment

8. Adjournment

NEXT MEETING: April 17, 2017