

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

Planning Department, 1650 Mission Street, 5TH Floor

Monday, September 21, 2015

7:00 PM

Regular Meeting

Committee Members Present: Jason Henderson, Robin Levitt, Lou Vasquez, Paul Olsen, Joshua Marker, Krute Singa

Committee Members Absent: Ted Olsson, Kenneth Wingard

City Staff in Attendance: Andrea Nelson (SF Planning), Jacob Bintliff (SF Planning), Menaka Mohan (SF Planning), Casey Hildreth (SFMTA), Teresa Yanga (Mayor's Office of Housing and Community Development), Chandra Egan (Mayor's Office of Housing and Community Development)

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1. Call to order and roll call
 2. Announcements, upcoming meetings, project updates, and general housekeeping [discussion item]
 - SFMTA is hosting a walking tour of Page Street improvements Tuesday, September 22, 2015.
 - Central Freeway Parcels: K and L are affordable housing parcels and Parcel K's lease has been extended. Parcel L will be developed with market rate housing. Parcels O and P will be developed with half for affordable housing and half for market rate housing. Parcels K and L should be kept active for now.
 - Discuss McCoppin Square at our next meeting.
 3. Approval of minutes for June 15 and August 17 regular meetings [action item]

Members approved minutes for the June 15 and August 17 regular meetings with a few comments. One member abstained from the August 17 regular meeting minute approval.

4. Housing in the Market Octavia Plan Area

Mayor's Office of Housing and Community Development
and Planning Staff [discussion item]

- Planning and Mayor's Office of Housing and Community Development (MOHCD) staff presented an overview of housing in the Market and Octavia Plan area including: housing built to date, housing in the pipeline, units by building size, projects by plan area, rents, on-site inclusionary units, evictions and MOHCD projects. Please see meeting materials posted on the website.
- CAC Comments:
 - Can you tie the number of parking spaces to the number of housing units?
 - What is the definition of a pipeline project? Planning staff responded that pipeline consists of development projects that would add residential units or commercial space, applications for which have been formally submitted to the Planning Department or the Department of Building Inspection (DBI). The pipeline includes only those projects with a land use or building permit application. It does not include projects undergoing preliminary Planning Department project review or projections based on area plan analysis.
 - Why is there a deficit of houses in the Mission? What are the parameters?
 - Displacement is a big issue in the Mission, but there are more units available and more space available to build.
 - Regarding housing developments and inclusionary housing, how many BMR units were not built onsite within the plan area and how many were built off-site and out of the area plan area?
 - 100 Van Ness: There is a discrepancy in the worksheet. It should be 50 BMR.
 - What kind of BMR units were built in the plan area? Were they studio, one-bedroom, or two-bedroom? MOHCD staff will look into this question and get back to the CAC. Staff stated that, in general, developments include one and two-bedroom units and not small studios.
 - Is there space for art installation as a part of Parcel Q? MOHCD will follow up with the CAC on this.
 - Regarding Parcels R and S: Build Inc. and the City are negotiating the properties and will transfer to City to develop 100% affordable.
 - Urban design elements are very important on the parcels that face the boulevard.

5. Transportation projects in the Market Octavia Plan Area

SFMTA [discussion item]

- SFMTA staff presented the status of transportation projects in the Market Octavia Plan Area. See website for presentation.
- CAC Comments:
 - Is the treatment on Oak going to be extended to the east and continue to Franklin? There is the school on that block and traffic should be calmed. SFMTA staff responded that SFMTA does not have plans to extend treatment east on Oak, but I suggest sharing those comments as part of the One Oak project process.
 - RSNT proposed moving parking as part of Build Inc. project. SFMTA staff responded that he could send his detailed comments.
 - Oak Street needs counter flow between Franklin and Gough. SFMTA staff responded that they would be open to exploring this. It is an interesting idea. Although, driveways would conflict with a change in traffic direction and there are a number of proposed projects that will impact traffic along that block.

- The Market Octavia Plan Area is a prime location for bike share pods. High demand. SFMTA staff responded that they are working with the Bay Area Bike Share and are considering locations around Patricia's green, Page/Octavia, and Market Street as potential pod locations.
- The soft hit posts were supposed to be temporary. Are they going to be removed? SFMTA staff responded that it is included in the current scope.
- Has SFMTA considered changing the existing left hand turn lane at Market and Octavia as a through lane? I think we need to discourage car use on Market. The middle of Market is being treated as a car sewer. SFMTA staff responded that they would need more time to discuss this. SFMTA is providing bike lanes and widening sidewalks in the middle Market area. There is a lot more work to be done in the middle of Market area. Pedestrian and bicycle realms are the highest priority. The MUNI F line carries a number of people. We need to balance a lot of transportation needs in this corridor.
- What will happen to the palm trees and refuge island as part of SFMTA's improvements? SFMTA staff responded that we will lose some of these areas and the refuge island.
- Parking was reintroduced on the west side of Gough between Page and Market. This section of Gough is a high speed area and has a high volume of car traffic.
- SFMTA should take some data while they are doing the construction. SFMTA staff responded that collecting data is not part of the scope of this project.

6. Market Octavia 2015 Impact Fee Expenditure Plan (IPIC)

Planning Staff [discussion item]

- Planning staff presented the Market & Octavia IPIC budgeting for Fiscal Year 2017 including a revenue outlook through 2021 and the status of projects in the Area Plan. See website for full presentation.
- CAC Comments:
 - I hope we can have a repeated resolution that when the Transportation Sustainability Fee (TSF) is implemented that there is priority for Market & Octavia (specifically areas of growth). It is not a lot of money from a citywide perspective and it will disappear quickly. My concern is that we are in a deficit for transit. Can you show us how much we are losing as part of TSF implements? City staff responded that, yes, they could and that they would have a conversation with the staff member in charge of TSF to see the feasibility of focusing implementation in the city's areas of growth.
 - The CAC bought some buses for the 5 Fulton in 2014. I think it is important to show that we have been buying buses for the City and are contributing to citywide improvements.
 - Correction to the presentation: Dolores Market is not quite finished – still need the crosswalk between Whole Foods and Safeway. The Hayes Street two-way project is not really finished either.
 - Regarding changing the Community Challenge Grant - I would be in favor of going in that direction. The responsibility of the Living Alleys was put on the neighborhood and people don't have time to do it. It is a daunting undertaking, so nobody came forward. Some organizations did (retail, commercial or SF Jazz), but I think the City should be facilitating these projects.
 - Is the Better Market Street EIR only covering Van Ness to the Ferry Building? Can you clarify that? They are not studying any options between Market and Octavia. City staff responded that they will follow up with the CAC.

- We have dedicated money to the Van Ness BRT station and platform work, but we are losing our transit IPIC funds. We will not be able to fund these projects (greening and complete streets projects) in the future.
- Van Ness BRT should be funded from elsewhere.
- Haven't we always funded pedestrian improvements with transit projects? Is the pedestrian portion of the BRT implementation funded? Can we get clarity on what was funded for construction (just transit or pedestrian) of the Van Ness BRT project? City staff responded that they would follow up with the CAC.
- Can representatives from Strada Investment group come in? City staff responded that, for in-kind agreements, they have to go through the Plan and design process with the City before coming to the CAC.
- We need to put this first on the agenda next meeting. We need to talk about in-kind after we discuss our priorities.
- SFMTA shared that there are shortfalls with MOHCD doing projects without an impact fee. One of the Area Plan's priorities is to calm side streets outside of Octavia Blvd. There is going to be more that can be done on Page Street, which is an important corridor for citywide bicycling. They are not looking at Page outbound between Page and Octavia. We need to come back to Page holistically. The City needs to tell the 100s of tourists on Haight Street to get off Haight Street and direct bikes to Page.
- I notice that there are big negative funds in 2016 and then the deficit gets smoothed out. City staff clarified that the account does not go bankrupt, but at the end of the five years it needs to be net positive. It will smooth out the next year because there are dollars coming in from development. We have \$1.1 million that is a positive.
- I suggest looking at revamping McCoppin, Gough, and Otis. Otis is a four-lane street with no traffic. Clean up the area south of Market just east of Duboce. Otis could have a bike lane and a pedestrian median. Gough median could be green.
- I suggest making some of McCoppin more usable. Pull the median all the way down McCoppin.
- Take down the rest of the central freeway. We should study the removal of the freeway and it would solve a lot of problems. We would not need to spend the money budgeted for traffic calming since those issues would go away.
- The CAC is supposed to pay for part of the study. City staff responded that some of the Central Freeway is in the area plan and some isn't.
- McCoppin Square was originally supposed to be a community garden. Are there physical improvements that you would like to see for that space?
- How about we use the U-Haul site for housing and take excess area on McCoppin for open space/park.
- City staff mentioned that there are several closed crosswalks and other mid-block crossings. Would the CAC like to invest funds in implementing these crosswalks?
- Oak and Franklin on the list but SFMTA said they are not planning on installing crosswalks. Others include: Buchanan at Koshland Playground, Rose Street – kids run and bike across the street, Linden and Buchanan.
- Right now there is a crosswalk missing at Otis on McCoppin.
- What about 11th and 12th Street. Can we shut them down to cars down the line?
- What about the Upper Market bicycle improvements?
- How will the TSF be allocated? City staff responded that the funds will be invested in MUNI Forward and Area Plans.
- But there are 20 Area Plans in the city. I really want to see them keep the transit fees within the areas it is generated.

7. Public Comment

8. Adjournment

NEXT MEETING: October 19, 2015