



BALBOA PARK STATION COMMUNITY ADVISORY COMMITTEE

Meeting Minutes

Wednesday, March 25, 2015, 6:00- 8:00pm

City College (55 Phelan Ave), Multi-Use Building on first floor, Room 140.

CAC Members:

1. Mark Kress, MUNI Riders interests - Absent
2. Rita Evans, Vice Chair, BART riders' interests - Present
3. Alex Mullaney, Pedestrian and Bicyclists interests - Present
4. Gwynn Kaliher-Mackellen, Students, Faculty And Staff - Absent
5. Dan Weaver, Senior/Disabled Community Interests- Present
6. Chuck Burwell, Community and Economic Development interests – Present
7. Christina Hue Dang, Land Use and Housing Group - Present
8. Aaron Goodman, Youth and Families Interests - Present
9. Robert Muehlbauer, Chair, Neighborhood Resident' interests - Present

Presenters and various agencies' staff: 2

Members of the Public: 9

Meeting commenced at 6:03 PM.

1. Introductions & Admin, Chair (30 minutes)

a. Welcome and Introduction of Christina Hue Dang Seat 7, Land Use + Housing interests

This item was continued to 6:30PM when Christina Hue Dang arrived.

b. Motion to Approve the minutes of February 16, 2014: Approved

Motion to Approve with edits – Aaron Goodman; second Rita Evans.

Ayes - Rita Evans, Alex Mullaney, Dan Weaver, Chuck Burwell, Aaron Goodman, Robert Muehlbauer

Absent - Mark Kress, Gwynn Mackellen, Christina Hue Dang

c. Approve March 25, 2015 Agenda: Approved

Motion to Approve – Rita Evans; second Aaron Goodman.

Ayes - Rita Evans, Alex Mullaney, Dan Weaver, Chuck Burwell, Aaron Goodman, Robert Muehlbauer

Absent - Mark Kress, Gwynn Mackellen, Christina Hue Dang

d. Public Comment

May Wong, member of the public, asked whether committee meetings are being moved to Wednesday in the future or would Tuesday regular meetings remain?

Rita Evans brought up the question of housing on the Balboa Reservoir property.

Alex Mullaney indicated that Supervisor Yee had created a Balboa Reservoir (BR) CAC for the BR development with a spot reserved for a BPS CAC member.

Supervisor Yee appoints BR CAC members. May Wong suggested sending names to Supervisor Yee and inviting him to select from among those.



2. Balboa Park Station Community Advisory Committee 2015 Action Planning (45 minutes)

a. Presentation of Results from BPSCAC Meeting Logistics Survey

Danielle Harris, Planner, San Francisco Municipal Transportation Agency (SFMTA)

Dan Weaver indicated the presented survey was a good one.

Jennifer Heggie, member of the public, stated she was concerned with overall traffic.

Catherine L. Horton, member of the public, noticed that signs had been torn down related to housing at the reservoir. As a pedestrian who hasn't owned a car in over a decade, she is concerned about traffic and dicey pedestrian conditions. Coordination with Caltrans needs to improve.

Jennifer Heggie indicated that underground parking under the performing arts center would increase costs and require changes to plans.

b. Discussion and Priorities of Committee's 2015 Spring and Summer Work Program

Alex Mullaney stated that CCSF plans are a year overdue. CCSF needs to share plans with the committee and to be more transparent. Now is the time to engage them.

Aaron Goodman brought up pedestrian safety and the need to focus on City College's future development as well as the Balboa Reservoir and other projects.

Dan Weaver requested that relevant articles be sent to CAC members.

Rita Evans stated the need to focus on Muni and bicycle/pedestrian issues.

Alex Mullaney indicated concern that CCSF was seen as a priority.

Dan Weaver stated the planning and design process was deeply flawed because it was spread out over 20 years or more and these changes are needed as soon as possible. Muni needs to focus on Ocean Avenue because they have resources there.

Aaron Goodman indicated the need to pressure all development players to attend meetings and work together more effectively and be more proactive in addressing transit, housing and community needs.

Chuck Burwell said CCSF is important but mobility and Muni, pedestrian, bike, transit focus is most important.

Christina Dang introduced herself. She hails from the Asian Americans Advancing Justice – Asian Law Caucus, which has a housing rights program focusing on tenant issues including eviction. She stated that many people come in from other areas such as the Sunset, Richmond or Hayes Valley and therefore use cars. There is a need for more buses to give them an alternative to cars. The Chinatown Subway will connect to more parts of the city more easily, with more direct connections, increasing accessibility.

Dan Weaver expressed interest in seeing where CCSF students and faculty were traveling to and from.

Robert Muehlbauer expressed the need to be updated regularly, and for Muni to present information. Keeping City staff accountable requires effective communication. CCSF is not communicating. The BPS CAC should take the role of being public advocates at the reservoir housing site.



Alex Mullaney stated that the reservoir should be within the purview of the BPS CAC for the entirety of the project. Concerns regarding how the Balboa Reservoir CAC was established. Dan Weaver would be an excellent representative.

Aaron Goodman stated that the committee should focus on addressing effective communication of our issues between the development bodies

Rita Evans stated that the Sunnyside Neighborhood Association head requested that she be appointed.

Robert Muehlbauer requested that Supervisor Yee attend an upcoming meeting.

Alex Mullaney and Rita Evans expressed concern regarding the way the BR CAC was established.

Robert Muehlbauer identified consensus on committee priorities as: (1) BART, school, bike/ped and Muni; (2) CCSF Plan; and (3) the Reservoir project.

Dan Weaver stated that the agency often doesn't consider what the community members may think; they just present their project.

Robert Muehlbauer stated that CCSF is its own category. The SFPUC is having its own meeting to discuss the reservoir lease option.

Rita Evans suggested the transit village should be pedestrian and bicycle supportive.

Robert Muehlbauer suggested SFMTA should present at the next meeting

Rita Evans expressed a desire to be kept abreast of goings-on related to SFMTA, for example lights in the area.

Dan Weaver suggested the new head of Sustainable Streets [Tom Maguire] should attend a BPS CAC meeting. CAC members could engage him on numerous topics.

c. Action Item: Decision on Committee Meeting Frequency

Robert Muehlbauer queried whether meetings should be monthly or bi-monthly [every other month].

Aaron Goodman suggested meetings should be monthly, alternating Tuesday and Wednesday to accommodate members of the public with different schedules.

May Wong stated that communication about meetings is inadequate, and that agendas should be published ahead of time for better attendance.

Neil Ballard, member of the public, expressed support for more frequent meetings.

Alex Mullaney stated that six-yearly [bi-monthly] meetings were insufficient.

Dan Weaver suggested that monthly meetings are more predictable and easier for people to consistently attend.

Rita Evans expressed concern with monthly meetings, as more frequent meetings could be more difficult with work schedules and cause attendance issues.

William Wal Ven, member of the public, expressed support for publishing agendas ahead of time to facilitate public awareness.

Christina Dang expressed agreement with monthly meetings, and suggested they should avoid conflicting with city Supervisor meetings on Tuesdays. Meeting topics should be scheduled in advance, and meetings should focus on a single topic.

Dan Weaver suggested that members be surveyed more closely.

Chuck Burwell suggested that more frequent meetings would be better, and Tuesday and Wednesday are both good options.



Robert Muehlbauer expressed support for a transition to monthly meetings in order to receive regular updates while construction is under way. Monthly meetings of 90 minute length would be good to start. We should be considerate of Board of Supervisors meetings on Tuesdays.

Dan Weaver suggested meeting the first week of each month.

Robert Muehlbauer requested a survey action to determine the best week of the month to meet.

Motion to modify meeting schedule to monthly and to base initial schedule on responses to CAC member survey – Chuck Burwell; second Alex Mullaney.

Ayes – Alex Mullaney, Dan weaver, Chuck Burwell, Christina Dang, Aaron Goodman, Robert Muehlbauer.

Nay – Rita Evans

3. Balboa Park BART Station Improvement Projects Update (45 minutes) Presentation by Tim Chan, Manager of Planning, Bay Area Rapid Transit (BART) Planning

- a. Balboa Park Station Eastside Project**
- b. Balboa Park Station Modernization Project**
- c. Other Station Area Matters**
 - i. Upper Yard/Plaza/Kiss and Ride Area**
 - ii. Landscaping at Balboa Park Station**

Tim Chan: The timeline for the Eastside project is 6 years. Providing an Ocean Avenue connection to Geneva Avenue, we started with the Westside walkway, which was a huge success. We're starting the second phase, the Eastside project, replacing the ugly glass canopy, providing a real accessible Muni platform (requiring a lot of collaboration with Muni), an open entrance, and providing triangular Westside lights to discourage pigeons. Dan Weaver suggested the triangular anti-pigeon lights continue all the way to the BART entrance.

Aaron Goodman suggested that the proposed north new entry architectural design could be improved to work better with the existing design, the existing roof is an inverted "V" and to place a "garden-shed" end against this does not work well conceptually and looks like a "green-house," Aaron asked why they did not look at an asymmetrical shed design aligned to the existing roof lines?

Tim Chan noted it was past the ability to change the design at this point, and wished Aaron had been there prior at meetings to influence the design decisions and at this point BART will be going out to bid. There will be a major wayfinding effort in the interior. Pigeon netting, plywood, and laminate will be removed.

Rita Evans commented that she liked the new addition and did not like the older 60's/70's concrete architecture.

Aaron Goodman noted in response that in terms of the older design which was a period of BART designs based on concrete that were hard brutalism styled that the designs had prior utilized landscaping to offset the issues with the built hard surfaces but since maintenance of landscaping such as the planter's at Glen Park are not being maintained we have a problem visually since there are no plants. But if you do a poor design addition the only thing you can do later is plant more vines.



Tim Chan: The project will be funded by state and local Prop K funds. The challenge will be working within an existing operating environment and not impacting Muni. Ideally, construction would happen at night.

May Wong suggested landscaping is less important than functional architecture.

Robert Muehlbauer suggested drop-off could occur at the pinch point and pick-up at the new San Jose platform.

Jennifer Heggie questioned whether there would be improvements to the 43-Masonic stop and other bus stops adjacent to BART in order to facilitate transfers.

Tim Chan: Real-time arrival signs will be provided.

Christina Dang suggested that information be translated in most languages, and that wherever possible symbols and pictograms be used to lessen language barriers.

Tim Chan: Most likely Tagalog translation would not be provided due to the low number of speakers.

Aaron Goodman endorsed the suggestion for pictograph-based universal signage. The visual and design elements of the architecture are important, because we need a good design building, we don't want something that will be an eyesore for the next 20 years.

Alex Mullaney asked why the Eastside project was not completed before the Westside project.

Tim Chan: The project was delayed while funding was being identified.

Chuck Burwell stated that people from South San Francisco are proud of the visual design and efforts to improve their station.

Dan Weaver suggested the Green Muni yard tracks are too close to the major BART station pedestrian entrance and this makes having a good layout almost impossible.

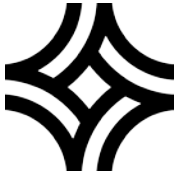
Robert Muehlbauer asked whether BART could present on landscaping again in 3-5 months.

Tim Chan: It depends whether required add-ons are available in 3-5 months. There may be delays. The station modernization plan involves upgrading the station to the 21st Century. There will be behind-the-scene improvements and in front of curtain. Landscaping is planned along I-280. During the recession, BART lost significant ground crew. The 2015 fiscal request included more ground crew, 6 people, but after accounting for overhead and district supervisor requests it was reduced to 3 people. It could be productive to organize a community event to clean up the station and landscape it once or twice a year. We'd have to have a discussion with the union to see if they'd be open to it.

The landscape plan will be sustainable and focus on drought tolerant plants. It will not have to remove existing planting.

Catherine Horton suggested notifying the community of ivy removal because it may be popular. The Geneva BART entrance should be made more obvious and elevator moved. The bus boarding area should be changed, and Geneva Avenue should be changed. The Upper Yard should be analyzed and redesigned separately.

Aaron Goodman questioned how to address the Geneva Car Barn and getting funding for the restoration and renewal of the project jump-started with the development of housing and getting funding, perhaps with higher height limits along the free-way, in exchange for lower building heights possibly framing the view towards the Geneva Car Barn as is done in many European city urban stations in older buildings.



Dan weaver suggested zoning and height changes.

Tim Chan: The new height would be 85 feet. The elevator would be on the south side. The kiss and ride follows from the Transportation Authority's Balboa Park area study. It's difficult to plan for drop off when there are 20-40 autos double parking along the upper yard. Accommodating pick-up at San Jose and Ocean avenues needs community buy-in. Drop off could be set for 5pm-7pm exclusively. Modernization will be a 1-year process. May Chan suggested abandoning the I-280 kiss and ride.

Rita Evans stated it would be difficult to convince people to use a kiss and ride that was twice as far away.

4. Closing business, Chair (15 minutes)

Motion to Adjourn – Aaron Goodman, second Alex Mullaney.

ADJOURN – The meeting was adjourned at 7:58 p.m.

Directions to City College:

Transit: 511.org

- BART or MUNI (J/K) to Balboa Park Station
- Muni Routes 8X, 8BX, 29, 43, 49, 54

Parking: Permits are required to park in any lot, day or evening. For more information, contact Campus Police, Cloud Hall 119, (415) 239-3200.